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July 1988 - Jan. 1989

URBAN/MUNICIPAL

AGENDAS / MINUTES OF THE
TRANSPORT AND ENVIRONMENT COMMITTEE
OF COUNCIL

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C51 T6
1988

E. A. SIMPSON
CITY CLERK

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DEPUTY CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1988 July 12

NOTICE OF MEETING

URBAN MUNICIPAL
JUL 19 1988
GOVERNMENT DOCUMENTS

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, July 18, 1988
2:00 o'clock p.m.
Room 233, City Hall

R. C. Prowse
Secretary

RCP:dbm

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

AGENDA

PRESENTATION

1. "Via Rail and a Vision for Hamilton and the Golden Horseshoe" - Mr. John B. McCullum (Transport 2000 Ontario).

MANAGER OF PURCHASING

2. Supply and Delivery of Street Sweeper Broom Stock, Central Garage.

DIRECTOR OF PUBLIC WORKS

3. Appointment of Municipal Weed Inspectors.

4. Operational Review of Central Garage.

CANADIAN FOOTBALL HALL OF FAME 25 YEARS 1963-1988 HAMILTON

CITY SOLICITOR

5. Garbage Collection Agreement - 860 Rymal Road East - DiCenzo Construction Company Limited,

DIRECTOR OF PROPERTY

6. Purchase of Land by the City for Roadway and Municipal Services - Part of 1274 Upper Wentworth Street.

7. Sale - 324 Magnolia Drive to Jack M. Wright and Christine A. Moloci.

8. Sale of H.S.R. Lands to City of Hamilton - Bow Valley Drive Extension.

9. Purchase of Land for a Road Allowance from the Hamilton-Wentworth Roman Catholic Separate School Board - Part of 1385 Upper Wentworth Street.

COMMISSIONER OF ENGINEERING

10. Proposed Construction of Finished Roadway, Curbs and Sidewalks on Greenhill Avenue between National Drive and Summercrest Drive.

11. Request for Underground Wiring to be undertaken as a Local Improvement, Ravenscliffe Avenue from Aberdeen Avenue to the South End.

12. Request for City to pay re-location costs of a hydro pole - Mrs. Nestor, 20 Tracey Place.

13. Annual Overload Permit - Dofasco Inc.

14. Metal Recovery Industries Inc. Waste Disposal Site (Processing).

15. PPM Canada Inc. Application Submission to the Ontario Ministry of the Environment for Certificate of Approval to carry out PCB decontamination at the Columbian Chemicals facility located at 755 Parkdale Avenue North in Hamilton.

16. Rescind Approval to close Public Walkway between Ridley Drive and Stone Church Road East.

17. Proposed road/alley closure - Crown Point West/Stipeley Neighbourhoods.

18. **Temporary Street Closures**

(a) Sheaffe Street from Park Street to East End of Sheaffe Street - Hamilton Portuguese Band (from 7:00 p.m. on Saturday, September 3, 1988 to 10:00 p.m. on Sunday, September 4, 1988).

(b) Jackson Street between James and MacNab Streets - Religious Festival - Saturday, July 30, 1988 (10:00 a.m. to 2:00 p.m.).

(c) Bicycle Race - Saturday, August 13, 1988 - Cycle Hamilton Inc.

(d) Bicycle Race - Sunday, August 14, 1988 - Cycle Hamilton Inc.

19. **Incorporation of Certain City Lands**

(a) Quincy Court

(b) Kordun Street

(c) Templemead Drive

(d) Merrilee Crescent

20. **Encroachment Agreement**

32 Murray Street West - To rescind Item 29 of the 10th Report of the Transport and Environment Committee.

21. **Inadvertent Encroachment Agreements**

(a) 440 Victoria Avenue North

(b) 143 Young Street

(c) 27 Linwood Avenue

(d) 167 Hunter Street East

(e) 279 Jackson Street West

(f) 554 James Street North

(g) 364 Main Street West

22. **Banner Display Applications**

(a) Designer Showcase Organization - May 22, 1989 to May 29, 1989

(b) United Way Organization - September 25, 1989 to October 2, 1989

(c) Canadian Society of Safety Engineers - May 29, 1989 to June 5, 1989.

(d) Y.W.C.A. - September 11, 1989 to September 18, 1989.

(e) Hamilton Public Library - October 23, 1989 to October 30, 1989 and November 6, 1989 to November 13, 1989.

(f) World Conference for Co-Op Education - August 21, 1989 to August 28, 1989.

(g) McMaster Alumni Organization - October 9, 1989 to October 16, 1989.

23. **Costs of Services of Subdivisions**

(a) Appleridge Estates, Hamilton

(b) Wellington Chase - Phase 2, Hamilton

DIRECTOR OF TRAFFIC SERVICES

24. **Intersection Control**

(a) Park Plaza Drive and Parkwood Crescent

(b) Summer Place and Gatineau Drive

(c) Swallow Crescent

(d) Gurnett Drive and Gurnett Gate

(e) Cambridge Avenue and Frederick Avenue

(f) West 3rd and McElroy

25. **Boulevard Parking**

(a) 256 Rosewood Road

(b) East 28th Street adjacent to nos. 667-675 Fennell Avenue East

26. **School Traffic Officers**

(a) Franklin Road and East 27th Street

(b) Kenilworth Avenue South and Central Avenue

(c) Bendamere Avenue and Columbia Drive

(d) Nicklaus Drive and Albright Road

27. **Parking Regulations**

(a) Duke Street between Hess Street South and Queen Street South

(b) West side of the westerly branch of Birch Avenue, south of Barton Street East

(c) East 34th Street between Concession Street and Crockett Street

(d) Golfwood Drive between Guildwood Drive and Greencedar Drive

(e) Cambridge Avenue between Kenilworth Avenue North and Frederick Street

(f) Burton Street between Emerald Street and Victoria Avenue

(g) East side of St. Andrews Drive between the north leg of St. Andrews Drive and Jennifer Court

(h) West side of Sanford Avenue North, south of Myler Street

28. **Parking Permits**

(a) 178 MacNab Street South

(b) 76 Aikman Avenue

29. Miscellaneous Reports

(a) North side of Jackson Street East, west of Ferguson Avenue South - Driveway Clearance

(b) 25 Lincoln Street - Request for a Reserved Permit Parking space for a handicapped resident

(c) Inverness Avenue at Highcliffe Avenue -Proposed Left Turn Restriction

(d) Intersection of Brucedale Avenue East and East 13th Street - Corner Clearance

BILLS

30. (a) By-law to close a portion of the unopened road allowance of Ferguson Avenue from the C.N.R. right of way to 24.4m southerly being Part 1, on Plan 62R-9175

(b) By-law to close a triangular parcel of road allowance abutting 24 Ravenscliffe Avenue being Part 1, on Plan 62R-8133

(c) By-law to close and sell ten foot (10') public walkway in Gilkson Neighbourhood from Cranbrook Drive to Greyfair Drive, Plan M-66

(d) By-law respecting the construction of local improvements of an independent concrete sidewalk on the north side of Barton Street from Kenilworth Avenue to approximately 755m westerly as described in Schedule "A" hereto - $87,600.00.

DELEGATIONS

31. (a) Intersections of Fennell Avenue and Clarendon Avenue/East 5th Street and Brucedale Avenue and East 5th Street - Request for School Traffic Officers

(b) Burlington and Mary Streets - Request for Stop Light

(c) Charlton Avenue West between Locke and Dundurn Streets - Parking Regulations

(d) Intersection of Southbend Road and West 5th Street - Request for a School Traffic Officer

(e) Intersection of Balmoral Avenue North and Campbell Avenue -Intersection Control

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Proposed Closing of Access to Alley - Head & Lamoreaux Street	Oct. 20/87	Mr. Spencer	Awaiting response from applicant
2.	Intersection of Regent and McIntosh Avenues	May 26/87	Ald. Murray	Tabled until further notice - Alderman Murray
3.	Burlington and Mary Street - School Traffic Officer	July 31/87	Ald. Agro	Tabled until further notice - Alderman Agro
4.	Increasing numbers of School Traffic Officers	Jan 4/88	Mrs. Buist	Report Pending
5.	Increasing amount of road re-construction	Jan 4/88	Mr. Spencer	Report Pending
6.	Strathcona Avenue and Florence Street - School Traffic Officer	Jan 18/88	Mrs. Buist	Tabled until further notice from Ald. Kiss
7.	How S.T.O. Studies are Conducted	Jan 18/88	Mrs. Buist	Report Pending
8.	Speed of Trains	Feb 15/88	Council	Tabled by Council January 27, 1987
9.	Alternate Locations to hang banners	Feb 29/88	Mr. Spencer	Report Pending
10.	West side of Elgar Avenue between Limeridge Road West and Fassett Avenue - Parking Regulations	March 29/88	Mr. Main	Report Pending

11.	Upper paradise Bus Route Route Realignment.	March 29/88	Mr. Main	Report Pending
12.	Local Improvement	April 18/88	Ald.Valeriano	Tabled until Ald. Valeriano approved Province

TRANSPORT 2000 ONTARIO

PO Box 6418, Station A
Toronto, Ontario M5W 1X3

1.

June 7, 1988

Mr. Robert C. Prowse
Legislative Assistant I
City of Hamilton

Re: T & E Committee 6/20

Dear Mr. Prowse:

Following upon our discussion June 6, I am happy to enclose 16 copies of the presentation text I would use on June 20 with the aid of an overhead projector. In addition there is a video tape prepared especially to "bring the text to life". All of this will certainly exceed 15 minutes as I discussed with you. Please ask the committee to allocate 30 to 40 minutes to permit the full message to be delivered.

I will provide a video player, television set and connections. I understand you will have an overhead projector available.

Sincerely,

John McCullum

John B. McCullum
President

JBM:jp
Enc.

VIA RAIL
AND
A VISION FOR HAMILTON
AND THE
"GOLDEN HORSESHOE"

John B. McCullum
President

Transport 2000 Ontario
P.O. Box 6418 Stn A
Toronto, Ontario M5W 1X3

THE OCCASION FOR THIS PRESENTATION
IS THE ANNOUNCED ACTION OF VIA RAIL ---
CANADA'S 3RD LARGEST PASSENGER CARRIER ---
TO REVIEW THE NEEDS OF ITS TRAVEL
MARKET AND DEVELOP A 20 YEAR PLAN
PROPOSAL TO BEST SERVE THOSE NEEDS.

TRANSPORT 2000 ONTARIO IS PART OF A NATIONAL FEDERATION OF VOLUNTEERS IN THE ROLE OF CONSUMER ADVOCACY ON PUBLIC TRANSPORT ISSUES. IT IS CONCERNED WITH ROAD, RAIL, AIR AND MARINE MATTERS. IN THIS PRESENTATION WE ARE CONCERNED WITH RAIL SERVICE.

THE INFORMATION CITED HAS BEEN TAKEN FROM PUBLISHED SOURCES. THE POSTULATES/VIEWS/ OPINIONS ETC. ARE THOSE OF T2000. NO OFFICIAL ENDORSEMENT BY OTHERS HAS BEEN SOUGHT NOR HAS THERE BEEN ANY MATERIAL SUPPORT SOUGHT.

THE VIDEO PART OF THIS PRESENTATION HAS A FULL NARRATIVE. BARRING THE IMPERFECTIONS OF ITS AMATEUR ORIGIN IT CARRIES MOST OF THE BURDEN OF THE T2000 MESSAGE. THE KEY POINTS OF THAT MESSAGE ARE AS FOLLOWS:

A) THE QUEBEC CITY - WINDSOR (INC'G SARNIA, N. FALLS, KITCHENER AND OTTAWA ROUTES) IS THE HEART AND HEALTHIEST PART OF VIAS 10,000 OR SO MILE ROUTE SYSTEM.

B) THE "SPINE" OR "BACKBONE" OF THIS IS THE TORONTO-OTTAWA-MONTREAL TRIANGLE THAT IS WHERE, ON A WEEKDAY 6 TRAINS TOTAL, OPERATE TORONTO - OTTAWA AND 10 TRAINS RUN TORONTO - MONTREAL (PLUS 2 ON FRIDAY AND SUNDAY) PLUS 2 KINGSTON TORONTO, PLUS 2 OVERNIGHT TORONTO - OTTAWA/MONTREAL. THAT'S A TOTAL OF 22 TRAINS (TOTAL). THE FASTEST OF THESE RUNS TORONTO - OTTAWA (277 mi.) IN 240 MINUTES, TORONTO - MONTREAL (335 mi.) IN 270 MINUTES.

C) NO TRAINS RUN THROUGH TORONTO. EQUIPMENT MAY END A RUN THERE AND ULTIMATELY DEPART AS ANOTHER TAIN.

D) GOLDEN HORSESHOE RESIDENTS* NUMBER ABOUT 1/2 OF METRO TORONTO AND PROBABLY ACCOUNT FOR 5% OR MORE OF THE NATIONAL MARKET.

E) THESE MILLION PLUS WILL INEVITABLY HAVE REASONS TO TRAVEL TO POINTS EAST BEYOND TORONTO, ALONG THE CORRIDOR "SPINE".

F) EXAMINE THE VIA TIME TABLE AND FIND THE NIAGARA FALLS TO HAMILTON AREA HAS ONLY ONE TIME EFFICIENT CONNECTION TO THOSE 22 OR SO TRAINS. BURLINGTON AND OAKVILLE HAVE MORE.

G) THIS IS NOT THE RESULT OF SPITEFUL DESIGN. IT SEEMS MORE LIKELY TO BE THE LINGERING CONSEQUENCE OF HISTORIC DESIGN OF TRAIN SERVICE LINKED TO HISTORIC MARKETS AND LIMITATIONS OF TECHNOLOGY.

H) AS VIA MANAGEMENT CONSIDERS THE KEY NEEDS IN ITS ACCESSIBLE MARKETS, FEW CAN BE DEEMED GREATER AND MORE ACCESSIBLE THAN THE GOLDEN HORSESHOE. IT NEEDS ONLY TO BE FASTENED TO THE "SPINE".

I) HOW? - TECHNICALLY: MAKE HAMILTON THE WESTERN TERMINUS OF SOME EXISTING, AND/OR NEW AND/OR ADDITIONAL "SPINE" RUNS TO (FROM) OTTAWA AND MONTREAL. REVAMP OTHER RUNS ALL TO MAXIMIZE PATRONAGE AND RAISE PROFITABILITY.
- COMMERCIALLY: LET CITIZENS, ORGANIZATIONS, LEADERSHIP, CORPORATIONS, PUBLIC INTEREST TRUSTEES --- BE AWARE OF WHAT EXISTS AND MIGHT BE BETTER ENVOYED AS ADEQUATE, OR OTHERWISE, FOR NEW INITIATIVES.

J) THE APPENDIX CONTAINS USEFUL REFERENCE INFORMATION.

* PARTIAL MISSISSAUGA/OAKVILLE/BURLINGTON/HAMILTON/GRIMSBY/ST. CATHERINES/N. FALLS

THE VIDEO VISIT TO THE CORRIDOR FOLLOWS

NOTE RE VIDEO

AS THE NARRATIVE WAS UNSCRIPTED AND WHOLLY EXTEMPORANEOUS IT LEAVES A FEW MATTERS NOT FULLY EXPLAINED OR IN ERROR AS FOLLOWS:

(i) VIA TRAIN #61 WAS "HERALDED" BUT IS NOT SHOWN.

(ii) TRAIN #60 MAKES 5 (NOT 4) MORE - INTERMEDIATE STOPS BEFORE MONTREAL.

(iii) VIA #63 WAS INCORRECTLY CALLED #73.

(iv) THE $50,000,000 REFERENCE TO OIL EXPLORATION IS BASED ON A 20 YEAR SUPPLY.

(v) FREIGHT TRAIN NOISE DROWNED OUT A REFERENCE TO INCOMPATIBILITY OF FREIGHT TRAINS AND HIGHER SPEED PASSENGER TRAINS (I.E. HIGHER THAN PRESENT) DESPITE THE VERY HIGH STANDARD OF CONSTRUCTION OF THE "SPINE" TRACKS SHOWN.

APPENDIX

(i) VIA PRESS RELEASE, APRIL 30.

(ii) REFERENCED ADDRESS BY MR. DENIS DE BELLEVAL.

(iii) THE CORRIDOR

(iv) HOW IS HAMILTON CONNECTED - SEE P.35 FROM VIA TIMETABLE - OBSERVE MARKINGS THEREON - NOTE FEW AND MOSTLY TIME INEFFICIENT CONNECTIONS.

...News

VIA Rail Canada Inc.

App. # (i)

For release - April 30, 1988, 3:00 p.m. EST

MONTREAL -- Mr. Denis de Belleval, president and chief executive officer of VIA Rail Canada, has invited Transport 2000, a Canadian lobby group concerned with transportation issues, to support VIA's efforts to define the role passenger rail can play in the passenger transport systems of the year 2000. Mr. de Belleval was the keynote speaker at Transport 2000's annual general meeting held in Montreal today.

VIA Rail's president and chief executive officer reminded delegates to the meeting that the crown corporation was committed to presenting, by mid-1989, a global twenty-year plan for the development of passenger rail services in Canada.

"Currently, we are examining VIA's entire operation and we are analyzing every possible option for future development so that we may provide the Canadian government with a new vision of passenger rail in Canada for the year 2000" said Mr. de Belleval.

Central to the challenges which Mr. de Belleval intends to address as head of VIA is the need to obtain commitments from all levels of government on the future course of passenger rail in Canada.

The president also referred to the significant initiatives VIA has undertaken to improve its service during the last few years. Mr. de Belleval emphasized the progress VIA has already made, despite its limited means, and also reiterated the importance of long-term planning if passenger rail is to remain relevant to Canada's transportation system of the future.

In order to return the train to a prominent place in the mix of Canadian transportation modes, Mr. de Belleval said that all of VIA's activities are dictated by the philosophy that the passenger comes first. "This change in thinking was enormous," concluded Mr. de Belleval, "because we had to change from a philosophy based on technology, to a corporate culture oriented toward customer service within a marketing perspective."

-30-

Source: VIA RAIL CANADA
Mr. Paul Raynor
Public Affairs
(514) 871-6208 or
(514) 522-9439

THE FUTURE OF PASSENGER RAIL IN CANADA

Notes for a speech addressed by

Mr. Denis de Belleval

President and Chief Executive Officer

VIA Rail Inc.

to

Transport 2000

The Sheraton Centre

Montreal, Quebec

April 30th, 1988

Ladies and Gentlemen:

I would like to take this occasion to invite you on a journey. An imaginary journey with a young and energetic company, deeply conscious of its socio-economic role: VIA Rail Canada.

Young... Because VIA's ten years of existence represent its first steps - first kilometers I should say - into its orientation, its establishment and its positioning in the marketplace.

Energetic... Yes, energetic! Despite its limited means and constraints beyond its control, VIA has successfully negotiated the key stages in developing a strong and distinctive passenger rail network in Canada.

Also, because it is more keenly aware of its social role than ever before, VIA will plan the future by preparing realistic projects to ensure passenger rail evolves into an efficient transportation mode that meets the demands of Canadians.

It is no secret that for over three decades, economic choices related to the condition of the market condemned the passenger rail system to stagnation. For this reason, when VIA was set up to integrate passenger operations, it was forced to provide services with outdated material over most of its system. Our RDC's, for example, are 32 years old.

From an organization which employed a few dozen people to sell tickets in 1978, VIA has progressively taken control of almost all aspects of passenger rail operations. In fact, the only aspect which does not directly fall under VIA's jurisdiction nowadays is control of the tracks over which we operate

Today, with some 7,000 employees across the country, maintenance centres in Montreal and Toronto and soon, in Halifax, Winnipeg and Vancouver, not to mention 400 train stations nationwide, VIA is in a better position than ever to meet the needs of the travelling public.

The challenges (short-term)

Conscious of the necessity to improve its performance and ridership, VIA has adopted a management philosophy focused on listening attentively to employees in direct contact with customers.

It was with this in mind that VIA created a new Customer Services department last fall. This required an enormous shift in thinking because we had to change from a philosphy based on technology, to a corporate culture oriented towards customer service within a marketing perspective.

With this change was born the slogan "Customer Come First!"

Our mission is to provide the Canadian travelling public with an efficient means of rail transportation which meets the demands of the market.

However, this master plan cannot be carried out if it is not part of a corresponding corporate culture.

Since customer service is our foremost concern, we must provide an excellent product within a competitive quality/price ratio.

Customers expect a courteous reception and personalized service in both official languages, as required.

To provide this, our employees must possess the appropriate tools and training. We want excellence to be the rule among the personnel of VIA, and we will spare no efforts in that direction.

Our employees know that VIA's future lies in irreproachable service to the public and in more reliable performance... Consequently, I believe that they are determined to support management in its efforts... All this to enhance VIA's name and ensure its future.

Apart from this change in corporate philosophy, VIA's efforts during recent months have focused on a number of initiatives aimed at rationalizing fleet management. The acquisition of new locomotives and the modernization and overhaul of our trans-continental trains are elements which will enable us to reduce our operating costs.

As far as budgets are concerned, we have also succeeded in reducing the charges we pay to CN and CP to operate. In 1984, the amount came to $350 million. This has been progressively reduced to $50 million - according to 1988 forecasts,

Yet, an enormous amount of ground remains to be covered if we are to position rail as one of the contemporary modes of transportation!

This crucial positioning is indeed essential to VIA's healthy development.

In terms of improving the product for the travelling public ... our 1988 program has been designed to capture public attention.

Allow me first to point out that improvements brought about in 1987 were well received by customers and have therefore been maintained.

The VIA 1 service for example has met with considerable success, increasing our customers by 25% since its introduction. This service still offers pre-boarding and travellers enjoy hot meals, as well as complimentary cocktails, beer and wine, magazines and newspapers.

Business people also appreciate the cellular phone service we are now testing on some trains in the Quebec-Windsor corridor.

As part of our 1988 improvement program, I must also mention the "Canadian Rockies by Daylight" service, which will be introduced this year from June 5th to October 9th. This new service will enable tourists to admire the natural beauties of the Canadian West, between Vancouver, Banff and Jasper, during daylight hours.

VIA is showing flexibility and creativity in developing a sales strategy of selling empty seats in off-peak periods. A new fare structure will therefore be established to improve ridership during those periods.

Customers, our first and foremost priority, come into contact with VIA and its personnel as soon as they enter the train station! This is the reason why we have set out to modernize many of the 400 stations that we now manage. While preserving the historical character of those buildings, we strive to make them more functional and modern.

We have also taken measures to improve our on-time performance.

In the Corridor for example, we have rationalized the use of equipment.

Furthermore, we are in the process of negotiating new contracts with CN and CP, with regard to track usage. One of the most important aspect of these agreements specifically focuses on an incentive program which is aimed at encouraging CN and CP to give priority to passenger trains as well as organize their track repair programs in such a way as to minimize delays. We expect this will help VIA to improve on-time performance.

The challenges (medium and long-term)

The future of rail transportation presents many medium- and long-term challenges. Haven't we all noticed overcrowding on our highways and our airways? Many Canadians have experienced European train services. They know about their reliability and their punctuality.

Last year, the Canadian Engineers Institute, celebrating its centennial, named the railway as one of this country's ten outstanding achievements, from an engineering standpoint. Rail transportation's economic impact was also emphasized.

However, today Canadian consumers are more demanding because they are better informed, and they expect transportation to be fast, absolutely reliable and as reasonably priced as possible.

VIA Rail is convinced that to meet these demands, it must further improve its infrastructures, its material and its delivery of customer service. This is the price of satisfying the Canadian travelling public.

Personally, I am convinced that a long-term development plan for passenger rail must be adopted at the political level for concrete results to occur.

There are choices to be made if we are to meet society's needs in the year 2000 ... and they must be made now.

These choices, however, will have to be dictated by market requirements, if rail is to occupy a major position in that market!

In 1989, VIA will present the federal government with a global plan for the next twenty years focusing on the development of passenger rail services in Canada.

This comprehensive plan will analyze social needs as a whole, costs, commercial possibilities, competition as well as new technologies.

We are currently studying all our services and we are analyzing each and every option to enable us to present the Canadian government with a new vision of rail passengers in Canada for the year 2000.

If we are to define the long-term orientation of passenger rail, we must first answer a few fundamental questions. Here are some of the preliminary questions being examined at VIA in preparing this plan.

1. How can the tourist market be exploited more dynamically, especially in the Vancouver-Calgary-Edmonton triangle?

2. How can we improve the service between the Maritime provinces and Central Canada?

3. What is the best way to ensure essential services in remote areas?

4. Beyond essential services, what services could potentially increase our market share, or even enable us to obtain a predominent share.

5. How can VIA improve on infrastructure, sharing with CN and CP in areas where we cannot have exclusivity?

6. Would the TGV (France's High Speed Train) prove a valid option for fast, reliable, economical, punctual and comfortable service, in the Quebec-Windsor corridor?

It goes without saying that if VIA RAIL is to offer Canadians service attuned to the needs of the year 2000, it must obtain the resources required to adapt its operating network to the demands of the market. These are two vital factors factors in the passenger rail transport equation!

This equation constitutes the first challenge I must meet to position rail on the transportation chessboard. The questions which I have just raised clearly illustrate the necessity of the plan that we wish to present to the federal government, and, moreover, the necessity of a decision from all levels of government. This will enable VIA to confront the challenges of the year 2000.

These long-term challenges must not, however, interfere with actions that we have to take now, such as making sure that "CUSTOMERS COME FIRST!"... renewing our equipment... exercising better control of our maintenance activities...making train stations more functional...and developing better relations with CN and CP..., these are some of the ways in which we will provide better service, better performance and greater reliability.

In the longer term ... we must convince our politicians of the the role that passenger rail will play in the year 2000... This will enable VIA Rail to plan realistic projects of a nature that is commensurate with a company to whom the future rightly belongs.

I encourage you, as a consumer advocacy group, to contribute to the successful outcome of our efforts with the interests of the Canadian population at heart. It is imperative that decisions come rapidly once the study of this plan has been completed.

Your organisation is aware of our mandate and our constraints and has, in the past, made valuable interventions in support of passenger rail.

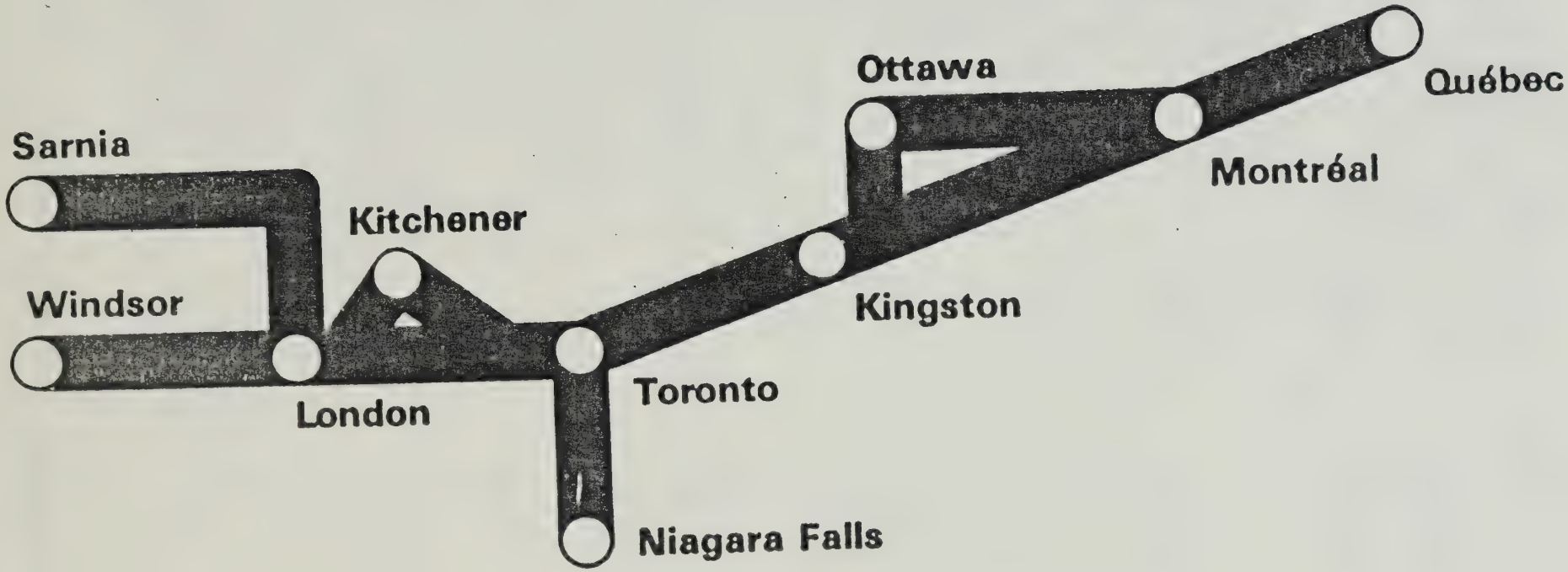
I urge Transport 2000 to foster occasions such as this, which promote a frank and open dialogue on a subject which is so vital to our future.

Allow me to conclude by saying: We are on the right track ... and we're determined to make passenger rail a viable travel option in this country.

Thanks!

App #(iii)

Corridor



Toronto

		Arrivals from Arrivées en provenance de	Arrival or Departure time Heure d'arrivée ou de départ	Train		Departures to Départs à destination de
59	Cavalier	Montréal	07 30			
49	Cavalier	Ottawa	07 30 (Ex. Sun./Sauf dim.)			
			08 25 (Ex. Sun./Sauf dim.)	81	International	London-Sarnia-Chicago
			08 50 (Sun./Dim.)	183		Stratford-London-Sarnia
			09 00	71	Trillium	London-Windsor
			09 40	97	Maple Leaf	Niagara Falls-New York
128	Northland	Kapuskasing-North Bay	08 10			
			09 00	71	Trillium	London-Windsor
			09 40	97	Maple Leaf	Niagara Falls-New York
			11 10	62	La Salle	Kingston-Montréal
			12 00	44	Lakeshore	Kingston-Ottawa
662	Forest City	London	08 25 (Ex. Sun./Sauf dim.)			
660		London-Stratford	08 25 (Ex. Sun./Sauf dim.)			
187		Havelock-Peterborough	08 30 (Ex. Sat./Sauf sam.)			
636		Niagara Falls	08 35			
70	Trillium	Windsor-London	10 35 (Ex. Sun./Sauf dim.)			
			11 10	62	La Salle	Kingston-Montréal
			12 00	44	Lakeshore	Kingston-Ottawa
			12 05 (Ex. Sat./Sauf sam.)	121	Northlander	North Bay-Timmins
			12 35	9	Canadian/Canadien	Sudbury-Vancouver
80	St. Clair	Sarnia-London-Stratford	11 15			
			12 00	44	Lakeshore	Kingston-Ottawa
			12 05 (Ex. Sat./Sauf sam.)	121	Northlander	North Bay-Timmins
			12 30	64	Meridian	Kingston-Montréal
41	Capital	Ottawa-Kingston	12 00 (Ex. Sun/Sauf dim.)			
61	York	Montréal-Kingston	12 20 (Ex. Sun./Sauf dim.)			
			13 00	73	Point Pelée	London-Windsor
			13 00 (Ex. Sun./Sauf dim.)	83		Stratford-London-Sarnia
			13 40	641		Niagara Falls
72	Point Pelée	Windsor-London	13 50			
84		Sarnia-Stratford-London	14 50			
640		Niagara Falls	15 05			
			15 45	66	Renaissance	Kingston-Montréal
			17 30	46	Exec	Kingston-Ottawa
63	La Salle	Montréal-Kingston	16 20			
			16 00	75	Erie	London-Windsor
			16 30	685		Stratford-London-Sarnia
			17 15 (Ex. Sat./Sauf sam.)	665	Forest City	London
			17 30 (Ex. Sun./Sauf dim.)	192		Peterborough-Havelock
			17 40	645		Niagara Falls
674		London	16 20 (Ex. Fr. Su. Mo./Sauf ve. di. lu.)			
74		Windsor-London	16 20 (Fri. Su. Mo./Ve. Di. Lu.)			
			16 50	68	Bonaventure	Kingston-Cornwall-Montréal
			17 30	46	Exec	Kingston-Ottawa
			17 30 (Ex. Sun./Sauf dim.)	192		Peterborough-Havelock
65	Meridian	Montréal-Kingston	17 25			
43	Lakeshore	Ottawa-Kingston	18 00			
			18 20	77	Mohawk	London-Windsor
			18 40	87	St. Clair	London-Stratford-Sarnia
886		Sarnia-London	17 40			
			18 10 (Fri. Sun./Ven. Dim.)	168	Simcoe	Kingston-Montréal
			21 00 (Ex. Sat./Sauf sam.)	652	Ontarian	Kingston
122	Northlander	Timmins-North Bay	18 35 (Ex. Sat./Sauf sam.)			
10	Canadian/Canadien	Vancouver-Sudbury	19 05			
			21 00 (Ex. Sat./Sauf sam.)	652	Ontarian	Kingston
			21 00	659		London
76	Erie	Windsor-London	19 30			
98	Maple Leaf	New York-Niagara Falls	20 10			
668		London-Stratford	20 25			
			21 00 (Ex. Sat./Sauf sam.)	652	Ontarian	Kingston
			21 25	129	Northland	North Bay-Kapuskasing
			23 35	58	Cavalier	Montréal
			23 35 (Ex. Sat./Sauf sam.)	48	Cavalier	Ottawa
67	Renaissance	Montréal-Kingston	20 15			
			21 00	659		London
			21 25	129	Northland	North Bay-Kapuskasing
45	Exec	Ottawa-Kingston	21 50			
69	Bonaventure	Montréal-Cornwall-Kingston	22 45			
			23 15 (Sat./Sam.)	669	Stratford-London	
88	International	Chicago-Sarnia-London	22 15			
78	Mohawk	Windsor-London	23 05			
670		London-Stratford	23 10 (Sun./Dim.)			
			23 35	58	Cavalier	Montréal
			23 35 (Ex. Sat./Sauf sam.)	48	Cavalier	Ottawa

All trains are daily unless otherwise indicated.

Trains circulant tous les jours sauf indication contraire.

FOR ACTION

2

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1988 June 28
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY & DELIVERY OF STREET SWEEPER BROOM STOCK, CENTRAL GARAGE

RECOMMENDATION

(a) That a purchase order be issued to Rantex Brushes Inc., Barrie in the amount of $16,291.89 for the supply and delivery of Street Sweeper Broom Stock for the Central Division of the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

(b) As these parts are required immediately for summer street cleaning, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

NOTE: Lowest of two (2) tenders received. Funds provided in Replacement Materials and Parts Account #0348-0267.

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND-Tender Analysis

Rantex Brushes Inc., Barrie	$16,291.89
Amaco Construction Equipment, Mississauga	1,420.42 *

This supplier bid one of the five categories requested whose price compares to Rantex for that same category of $677.29.

Four suppliers were requested to bid. One declined and one did not respond.

J. J. Pavelka
FOR CHIEF ADMINISTRATIVE OFFICER

3

FOR ACTION

REPORT TO: R.C. Prowse, Secretary
Transport and Environment Committee

FROM: J.G. Pavelka
Director of Public Works

DATE: 1988 June 16
COMM FILE:
DEPT FILE: 88-7000

SUBJECT:

APPOINTMENT OF MUNICIPAL WEED INSPECTORS

RECOMMENDATION

That the City Solicitor be directed to amend By-law 87-144, Appointing Muncipal Weed Inspectors under The Weed Control Act, by consolidating all previous appointments and appointing 6 new inspectors.

J.G. Pavelka

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

None

BACKGROUND

Copy of Draft By-law attached.

To respond to complaints during the season, it is necessary to appoint weed inspectors to enforce The Weed Control Act.

bs/
attach

cc:- K.A. Rouff
City Solicitor
Att: L. Lawrence

Bill No.

The Corporation of the City of Hamilton

BY-LAW NO. 88-

To Amend:

By-law No. 84-114

Respecting:

MUNICIPAL WEED INSPECTORS

WHEREAS By-law No. 87-144, passed on the 12th day of May, 1987, provided for the appointment of Municipal Weed Inspectors under subsections 6(1) and 8(1) of The Weed Control Act, R.S.O. 1980, Chapter 530 and appointed twenty-two inspectors;

AND WHEREAS it is intended to revise the list of appointed Municipal Weed Inspectors.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. Section 2 of By-law No. 87-144 is repealed and the following substituted therefor:

The following persons are hereby appointed Municipal Weed Inspectors to enforce the Weed Control Act in the City of Hamilton:

1. A. Boers
2. P. Booker
3. J. Bovaird
4. P. Christie
5. D. Cowan
6. D. Danby
7. R. Duguay
8. A. Felice
9. C. Firth-Eagland
10. C. Gibbs
11. L. Major
12. A. Mancini
13. D. Pomfret
14. J. Pook
15. H. Reinhold
16. C. Rogers
17. R. Wells

PASSED this day of , A.D. 1988.

City Clerk Mayor

FOR ACTION

4

REPORT TO: R.C. Prowse, Secretary
Transport and Environment Committee

FROM: J.G. Pavelka, P.Eng.
Director of Public Works

DATE: 1988 July 12
COMM FILE:
DEPT FILE: 88-1075

SUBJECT:

Operational Review of Central Garage

RECOMMENDATION

1. that a new position titled "Manager of Central Garage" be approved, then rated to determine the appropriate salary level, and posted internally and advertised outside simultaneously, so that the position can be filled immediately, and
2. that an existing Foreman II's position be reclassified to that of a General Foreman's position, and
3. that the City Treasurer be requested to review the feasibility of incorporating the City's Car Fleet into the Central Garage operations, and
4. that the Fleet Superintendent's position be reclassified as an Equipment Supervisor's position

D. Spademan
for J.G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

Although the net effect of the above recommendations are most likely to cause a marginal increase in annual salaries, the cost savings to the City of Hamilton will be very, very substantial. As well, a larger and better administration at Central Garage will ensure a much smoother, problem free operation, with significantly better Labour/Management relations.

BACKGROUND

The Comprehensive Audit by Pannell, Kerr and McGilvrary indicated that if pursued, there are opportunities in the operations of Central Garage that would reduce costs to the City of Hamilton.

cont'd.....

1. Between 1973 and 1988, the number of employees in Central Garage has increased from 17 to 44, with only one additional employee being added to the administration:- the increased staff is due mainly to the growth of the City, necessitating increased services and additional equipment to perform these services:-

	NUMBER OF EMPLOYEES	
	1973	1988
Administration (Bay Street)	01	02
Office Staff (Bay Street)	02	04
Shop (Bay Street)	14	19
Parts Section (Bay Street)	00	02
Satellite Locations (see below)	00	17
Totals	17	44

Satellite Locations (9)

Gage Park
Chedoke Yard
King's Forest Golf Course
Sanitation Depot
District Yards #1, #2, #3, #4, #5

2. In addition to the normal repair and service to vehicles, the Central Garage operations have been varied to include the following specialities:-

   a) Parts Section
   b) Body Repair Section
   c) Welding Section
   d) Computerized - Gas Dispensing
                   - Vehicle Maintenance

3. Operations have established the appropriate level between contract work and doing work in-house (with tremendous cost savings), as determined by the P. Barnard Operations Study Review. The Comprehensive Audit by Pannel, Kerr and McGilvrary has confirmed this level to be cost effective and appropriate.

4. In addition to the normal daily operations of the garage, the administrative staff of two have tried to cope with the following:-

   a) writing specifications for all new and replacement equipment vehicles, and should include re-evaluating -

      i. the need for certain equipment
      ii. the size of equipment
      iii. the interchangeability of parts
      iv. the maintenance history of pieces of equipment

      and should include assessing the timing for tendering for equipment as well as the timing for receiving the equipment.

   b) investigating accidents involving City owned equipment related to mechanical failures - this should be taken to the extent of assessing responsibility for mechanical workmanship and reprimand if necessary

cont'd.....

c) monitoring the utilization of equipment to ensure that the appropriate revenue is generated

d) co-ordinating rental of equipment from external sources

e) establishing hourly rental rates (M.T.C. Rates) to ensure appropriate charges are assessed which ultimately reflects in annual production

f) co-ordinating and updating depreciation lists

g) monitoring depreciation fund to ensure that sufficient funds are available for annual equipment requirements

h) to ensure staff are progressively educated and trained

Labour/Management Problems and Concerns

Over the past two years, there have been several problems and concerns raised by the labour members with respect to the operations and practices in this division. This type of problem has been substantially arrested by having regularly scheduled staff meetings with labour and management present. This solution has been successful because it promotes two-way communication, explaining changes and practices to staff as well as learning from staff's experiences to implement new practices and/or policies.

There is no doubt that this is the correct way to build an effective and efficient organization. However, it takes time and attention - administrative time and attention.

Conclusions

1. There must be an immediate influx of expertise and staff in the administrative section, with specific expertise in administration, mechanics, computerization, maintenance management and sound business practice.

2. Operations must be strategically organized and planned to cope with seasonal fluctuations and then critically monitored to ensure efficiency and effectiveness.

3. Continue with establishing Satellite Depots at major equipment yards and/or garages to do routine maintenance, such as the Traffic Department's new facility.

JGP/BS/bs

cc:- L. Sage, Chief Administrative Officer
E.C. Matthews, City Treasurer
C. Lowe, Commissioner, Human Resources

5

FOR ACTION

REPORT TO: Mr. R.C. Prowse, Secretary
Transport and Environment Committee

FROM: K. A. Rouff
City Solicitor

DATE: 1988 June 16
COMM FILE:
DEPT FILE: 1-44.78

SUBJECT: Garbage Collection Agreement
860 Rymal Road East
DiCenzo Construction Company Limited

RECOMMENDATION

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between the Corporation of the City of Hamilton and DiCenzo Construction Company Limited for the collection of garbage at 860 Rymal Road East.
This Agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. The City's Garbage By-law No. 66-182 provides for such collection.

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

N/A

"K.A. Rouff" City Solicitor
per: P. Hooker

BACKGROUND

The Applicant has asked the City to collect garbage pursuant to Section 4, Subsection (j) of the Garbage By-law No. 66-182.
Public Works Department is satisfied with the route of access and this Department has received and is satisfied with the documents: an agreement which has been executed by the Applicant and an insurance certificate.

c.c. Mr. J.G. Pavelka,
Director of Public Works

FOR ACTION

6

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 July 6
COMM FILE:
*DEPT FILE:*21.1.23(4509)

SUBJECT: **Purchase of Land by the City for Roadway and Municipal Services - Part of 1274 Upper Wentworth Street**

RECOMMENDATION:

That an Option to Purchase part of the property known as 1274 Upper Wentworth Street executed by Robert S. Shelley, Sandra G. Taylor and Stephen Wm. Shelley, carrying on business as Westmount Homes on July 4, 1988 and scheduled for closing on or before September 19, 1988 be approved and completed.

Note: The subject property which is required by the City for roadway purposes is composed of part of Lot 11, Concession 7, formerly in the Township of Barton, now in the City of Hamilton. The subject property contains 443 square metres (4,768.57 square feet) and is shown as Parts 3 and 4 on attached copy of Plan 62R-8492. The purchase price of $2.00 is to be charged to account 0280-02. Consideration in the amount of $1.00 has been paid to the owner and pursuant to the agreement forms part of the purchase price.

D.W. Vyce

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

The City will establish a one foot reserve along the proposed roadway in order to recover its costs for land and services from the abutting developers.

BACKGROUND

The development of Aquila Place Subdivision by DiCenzo Construction is conditional upon the acquisition of the subject land for a road and services to the subdivision. This recommendation is in accordance with the City's policy to assist developers to establish roadways to their subdivisions and promote the development of land thereby.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. M. Chidley, Regional Surveyor

7

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary. Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 June 28
COMM FILE:
DEPT FILE: 100.90.102

SUBJECT: **Sale - 324 Magnolia Drive to Jack M. Wright and Christine A. Moloci**

RECOMMENDATION:

That an Offer to Purchase 324 Magnolia Drive executed by Jack M. Wright and Christine A. Moloci on June 24, 1988 be approved and completed.

Note: The property to be sold is composed of Lot 61, Plan M-188 and the western half of Block B, Plan M-178, having frontage along the southerly limits of Magnolia Drive of 12.192 metres (40 feet) by a depth of 45.72 metres (150 feet) containing an area of .054 hectares (.135 acres) and subject to a berm easement in favour of The Regional Municipality of Hamilton-Wentworth across the full width of the southerly 15.24 metres (50 feet), together with all structures erected thereon and known as Municipal No. 324 Magnolia Drive, along with Schedules "A" and "B" which form a part of the Offer to Purchase for the sale price of $112,100.00 which is to be credited to Account #0408-X95056.

A certified deposit cheque in the amount of $5,000.00 is being held by the City Treasurer pending approval of this transaction.

D. W. Vyce

FINANCIAL IMPLICATIONS

The above property was originally purchased by the City for $126,650.00 inclusive of all elements of compensation. The market value of the realty was $118,000.00. The net resale price is $112,100.00.

In financial terms, the acquisition of the ten foot strip of land from the property known as 324 Magnolia Drive has cost the City in gross terms, $14,550.00.

BACKGROUND

On November 24, 1987 City Council authorized the acquisition of 128 Guildwood, 324 and 322 Magnolia Drive, three of the four properties required for the walkway connecting Gurnett and Fessenden Neighbourhoods. A ten foot strip of land was required from each property for the establishment of the walkway. The remaining portions inclusive of their dwelling were to be sold on the open market on the basis of their residual value. The above property is the second property to receive vacant possession, and accordingly, the surplus land and dwelling is being sold. The purchasers, Jack M. Wright and Christine A. Moloci, have complete knowledge of the proposed ground walkway and subsequent overhead walkway once the Mountain Freeway is in place at this location.

c.c. - Mr. K.A. Rouff, City Solicitor

- Mr. E.C. Matthews, City Treasurer

- Mr. M. Chidley, Regional Surveyor

- Mr. R. Swan, Manager, Property Maintenance Division

8

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: Mr. D.W. Vyce, Director of Property

DATE: 1988 July 04
COMM FILE:
DEPT FILE: 34.5.1

SUBJECT:

Sale of H.S.R. Lands to City of Hamilton
Bow Valley Drive Extension

RECOMMENDATION

That the Option to Purchase duly executed on June 23, 1988 by the Vendor, The Hamilton Street Railway Company and The Regional Municipality of Hamilton-Wentworth and scheduled for closing on August 18, 1988, be approved and completed.

Note: The property being part of 973 Queenston Road is more particularly described as Parts 2, 9, 10 and 11 on Plan 62R-8380.

The purchase price of $1.00 is to be charged to Account #0404-26156.

FINANCIAL IMPLICATIONS

See above recommendation.

BACKGROUND

The lands are required by the City for the proposed extension of Bow Valley Drive.

Regional Council on May 17, 1988 approved the sale of the subject lands to the City of Hamilton for the sum of $1.00.

c.c. Mr. K. A. Rouff, City Solicitor
Mr. E. Mathews, City Treasurer
Mr. M. A. Chidley, Regional Surveyor
Mr. G. S. Spencer, Commissioner of Engineering
Attention: Mr. R. Meiers

9

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary. Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 July 11
COMM FILE:
DEPT FILE: 38.1.194
(4505)

SUBJECT: **Purchase of land for a Road Allowance from The Hamilton-Wentworth Roman Catholic Separate School Board Part of 1385 Upper Wentworth Street**

RECOMMENDATION:

That an Option to Purchase land from the Hamilton-Wentworth Roman Catholic Separate School Board executed on June 28, 1988 and scheduled for closing on or before September 20, 1988 be approved and completed.

Note: The subject parcel of land is composed of part of Lot 10, Concession 8, shown as Part 1 on Survey Plan S-6930 prepared by MacKay, MacKay and Peters Limited, having an area of 2,028.85 square metres (21,839 square feet) forming a part of 1385 Upper Wentworth Street for the purchase price of $32,588.00, which is to be charged to account #0280-02.

D. W. Vyce

FINANCIAL IMPLICATIONS

The City will establish a one foot reserve along the western and eastern limits of the proposed roadway in order to recover its costs for land and services from the abutting developers.

BACKGROUND

The development of a subdivision by Lousan Development Limited is conditional upon the acquisition of the subject land for a road and services to the proposed subdivision. This recommendation is in accordance with the City's policy to assist developers to establish roadways to their subdivisions and promote the development of land thereby.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. M. Chidley, Regional Surveyor

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F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 June 23
COMM FILE: 3-11.2
DEPT FILE: 807-56
ID#0017D(49)

SUBJECT

Proposed Construction of Finished Roadway, Curbs and Sidewalks on Greenhill Avenue Between National Drive and Summercrest Drive.

RECOMMENDATION

(a) That the Transport and Environment Committee recommend to the Executive Committee that the construction of a finished roadway, curbs and sidewalks on Greenhill Avenue between National Drive and Summercrest Drive be proceeded with at an estimated gross cost of $860,000 as provided for in the 1988 portion of the 1988-1992 Capital Budget as Project No. 38002;

(b) That the Treasurer be requested to recommend to the Executive Committee, the amount and source of funds to be provided for this Capital Project; and,

(c) That the Commissioner of Engineering be authorized and directed to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above Recommendation.

BACKGROUND

The 1988-1992 Capital Budget includes an item for the construction of a four-lane roadway, curbs and independent concrete sidewalk on Greenhill Avenue between Summercrest Drive and National Drive at an estimated cost of $860,000 (see attached plan). The 1988 Current Budget includes an item for the installation of automatic protection for the level crossing of the CP Rail (formerly T. H. & B. Railway) tracks within the limits of the road project.

Cont'd...

Cont'd...

Development is proceeding in this neighbourhood, and it would be prudent to construct this roadway and sidewalks to provide access to and from King Street from this area. A portion of the cost equivalent to the cost of an 8.5m wide roadway, curbs and sidewalks will be recovered through the Subdivision Agreements covering the abutting lands.

RPM:cab.
Encl.

c.c. E. C. Matthews, City Treasurer
Att: B. Hotrum
J. Schatz, Secretary, Executive Committee

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 July 8
COMM FILE: 3.11.2
DEPT FILE: E560-20
I.D. 0010D(49)

SUBJECT

Request for Underground Wiring to be Undertaken as a Local Improvement, Ravenscliffe Avenue from Aberdeen Avenue to the South End.

RECOMMENDATION

That no action be taken on the request to install underground wiring as a local improvement on Ravenscliffe Avenue from Aberdeen Avenue to the South End.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A.

BACKGROUND

A request for underground wiring and decorative lighting on Ravenscliffe Avenue was considered by your Committee at a special meeting on July 28, 1987, The following resolution was subsequently approved by Council as Item 48 of the 11th Report of your Committee:

a) That the Commissioner of Engineering be authorized and directed to request Hamilton Hydro-Electric System to install underground conduit, transformer vaults and drains as required to provide underground electrical services on Ravenscliffe Avenue from Aberdeen Avenue to the south end of the street at an estimated cost of approximately $8,000.

b) That the Executive Committee be requested to recommend the method of financing this additional expenditure.

c) That staff be directed to investigate the feasibility of a cost-shared underground electrical service on Ravenscliffe Avenue on the following basis:

1/3 Hydro (H.H.E.S.)
1/3 City of Hamilton
1/3 Residents on Ravenscliffe.

Cont'd...

Cont'd...

d) That staff investigate the existing policy whereby homeowners are responsible for the cost of the underground service from their house to the streetline with a view to rescinding the policy.

Hamilton Hydro completed a preliminary design in August 1987 for the installation of underground hydro services on Ravenscliffe Avenue. There are twenty-seven homes on the street. Ten of these homes presently have electrical power fed to their homes from a rear yard pole line. Therefore, it will not be necessary to alter this service.

The preliminary estimates (1987 prices) provided by Hamilton Hydro are as follows:

a) Hydro Plant

Installation of costs	$17,815.00
Removal of existing plant	10,000.00
Restoration of Sidewalks, Driveways, Landscaping, etc.	25,000.00
	$52,815.00

b) Modification to Privately-Owned Services

This item includes the installation of an underground meter socket and a two-inch conduit on private property from the house to the property line. Hamilton Hydro will install the service wire in the conduit. The homeowner will be responsible for all trenching costs and landscaping restoration costs. This will apply only to municipal numbers 2, 4, 6, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 38, 40 and 44.

These costs may vary between $800.00 and $4,000.00 or more per home, depending on existing landscaping features.

c) Streetlighting

16 Traditionnaire units @ $2,000.00 each	$32,000.00
Exclusive streetlight, trench and landscape repair near Municipal Number 23	3,000.00
	$35,000.00
Deduct cost of standard streetlighting	$12,000.00
	$23,000.00

Hamilton Hydro indicated they were not willing to cost-share in the underground wiring proposal. A meeting was held on December 14, 1987 with several residents, Engineering Department staff, Hamilton Hydro and the Ward Aldermen present. As a result of this meeting, the

Cont'd...

Cont'd...

residents requested the City to consider installing the underground wiring as a local improvement.

We have requested the City Solicitor's Department to determine if this work may be undertaken as a local improvement. They have advised that it may be undertaken as a local improvement; however, the cost must be wholly assumed by the City.

CONCLUSIONS

Since Hamilton Hydro is not willing to cost share in the proposed works and the current policy (Item 17 of the 5th Report of your Committee approved by Council on March 27, 1984) states that electrical services should be placed underground along those streets where either Hamilton Hydro or Bell Canada find it mutually beneficial to relocate to underground, we recommend that no action be taken on this request.

RPM:cab.

c.c. Alderman W. McCulloch
c.c. L. Lawrence, City Solicitor's Department
Your files 110-0.17 and 60-13.2

12

I.D. 0796D(19)

T103-06
C. Pacella

June 10, 1988

Alderman D. Agostino
City Hall
Hamilton

Pole Relocation at
20 Tracy Place for Mrs. Nester

Dear Alderman Agostino:

We have investigated your inquiry concerning the above, and wish to report that Bell Canada would be willing to relocate the pole approximately .60m to 1m further from the driveway. However, that would be totally at the expense of your constituent (approximately $1,000.00).

We also wish to advise that the pole was placed in 1969, and the house was constructed in 1970.

Should you require additional information, please contact Carl Pacella of this Department at 526-4485.

C. S. Spencer
Commissioner of Engineering

CP:cab.

c.c. P. Campea, Construction Manager

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F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 8
COMM FILE: 3-11.2
DEPT FILE: T103-14
ID#0043D (43)

SUBJECT:

Annual Overload Permit
Dofasco Inc.

RECOMMENDATION

(a) That in accordance with By-Law 66-100 that Dofasco Inc. be given an annual overload permit for the year 1988 for one single-unit truck for a total fee of $1,717.82

(b) That $1,717.82 be credited to City Account No. 0310-0121.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation."

BACKGROUND

We have received a request from Dofasco Inc. for an annual overload permit for a single-unit truck to haul scrap coil ends along Beach Road to Lottridge Street. The truck will make two trips per day. The route the vehicle travels on consists of City streets only.

Cont'd...

Annual Overload Permit
Dofasco Inc.

Cont'd...

We have reviewed the vehicle involved and in accordance with By-Law 66-100 and the related current regulations of The Highway Traffic Act, find that the overload and the related permit fee is as follows:

One single-unit truck at 10.411 tonnes at a fee of $165 per tonne.
(10.411 x $165.00 = $1717.82)

RPM:jd

cc: R. Hayes
City Treasury Department

14

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 08
COMM FILE:
DEPT FILE: E308-02C
ID#0043D (63)

SUBJECT:

Metal Recovery Industries Inc. Waste Disposal Site (Processing)

ORIGIN

Application by Metal Recovery Industries Inc. to the Ministry of the Environment for an ammendment to the existing Certificate of Approval which governs the operation of its waste processing facility at Strathearne Avenue North in Hamilton. The ammendment is required to permit the modification of one of the existing processes at the facility which treats waste tin/lead stripper solution.

RECOMMENDATION

1. That the local branch of the Ministry of the Environment be informed that the City of Hamilton has no objections to the ammendments requested for the Certificate of Approval No. A130119, issued to Metal Recovery Industries Inc., to permit the company to modify the waste tin/lead stripper solution process to recover fluorides as calcium fluoride, provided that the changes are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully.

2. On the basis that the application is for a minor modification to the existing process we do not believe that a public hearing is necessary.

G. S. Spencer
Commissioner of Engineering

Continued ...

Metal Recovery Industries Inc. Waste Disposal Site (Processing)

Continued ...

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Metal Recovery Industries Inc. operates a licensed, Ministry of the Environment approved, Waste Processing facility at 670 Strathearne Avenue North, in Hamilton.

This firm was issued a Certificate of Approval by the Ministry of the Environment to receive and process waste tin/lead stripper solution generated from the electroplating, stripping and etching of printed circuit boards. This certificate allows the company to process approximately 4,000,000 litres of waste tin/lead stripper solution per year.

The company has encountered technical and financial obstacles with the present process, making its continuation, as is, impractical at this time. An alternate, more viable route has been developed using a substantial amount of the original process. The modification is in the fluoride treatment and recovery portion of the process, involving the generation of calcium fluoride instead of the originally intended ammonium bifluoride.

Approximately 4,000,000 litres of waste tin/lead stripper will continue to be processed as stated in the existing Certificate. The change in the fluoride recovery portion of the process will produce 1500 tonnes per year of calcium fluoride sludge which will be sold for recycling or delivered for final disposal at a Ministry licensed facility, namely, Walker Industries (Thorold, Ontario).

Upon review of the information obtained from the application and discussions with Ministry and Metal Recovery Industries officials, we believe that a public hearing is not required.

On the basis that the process change involves a minor modifcation to the original facility and will make the company's operation more economically viable and competative in the waste management industry, the request for the Ministry of the Environment to ammend the current Certificate of Approval to permit Metal Recovery Industries Inc. to modify its waste tin/lead stripper solution process is justified.

BG:tlj

15

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 06
COMM FILE:
DEPT FILE: E308-026
ID#0043D (40)

SUBJECT:

PPM Canada Inc. Application Submission to the Ontario Ministry of the Environment for Certificate of Approval to carry out PCB decontamination at the Columbian Chemicals facility located at 755 Parkdale Avenue North in Hamilton.

RECOMMENDATION

That the Local Approvals Branch of the Ontario Ministry of the Environment be informed that the City of Hamilton has no objection to the proposed work being carried out, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Columbian Chemicals has hired PPM Canada Inc. to decontaminate two transformers currently in use at their 755 Parkdale Avenue North plant. The two transformers collectively contain 640 gallons of PCB contaminated mineral oil. The levels of contamination have been measured and the average is 220 PPM, range 120 PPM - 325 PPM.

Cont'd . . .

Application to Ministry of the Environment
for Approval to Carry Out PCB Decontamination at
755 Parkdale Avenue North in Hamilton

Cont'd ....

The PCB destruction technology used in the PPM Canada Inc. process has been approved by the Ontario Ministry of the Environment (Approval Number A 840-288, 86/11/26).

The byproduct of the PPM Canada Inc. process in this particular case will be approximately 640 gallons of waste oil which will be delivered for final processing to a Ministry licenced facility namely Breslube of Breslau.

Under normal operating conditions, PPM Canada Inc. operates a closed system and PCB contaminated solids are not produced. If any PCB solids are generated, they will remain in Columbian Chemicals licenced (11/82) storage area. Approximately, one quarter drum of PCB solids, less than 50 PPM concentration, would be stored in this case.

Any solids that come into contact with PCB oil will be rinsed with oil and reagent and left with Columbian Chemicals. The oil will be added to the treatment tank for decontamination.

If given the Ministry's approval to proceed, PPM Canada Inc. Officials will schedule work to be carried out during a two day period between July 21 and 22, 1988.

EG:sm

FOR ACTION

16

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 May 30
COMM FILE: 3-11.9.2
DEPT FILE: T103-03(15
ID#0043D (62)

SUBJECT:

Rescind Approval to Close Public Walkway Between Ridley Drive and Stone Church Road East

RECOMMENDATION:

That the approval granted by City Council on November 13, 1984, in adopting Item 11 of the 18th Report of the Transport and Environment Committee to close the public walkway between Ridley Drive and Stone Church Road East, be rescinded.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

An application to close the above-noted walkway was made in 1984. Council approval for the closure was received on November 13, 1984.

Documentation to be completed was forwarded by the City Solicitor to the applicant on August 15, 1985, resulting in no action by the applicant. Further letters sent to the applicant on June 30, 1987, and December 24, 1987, also resulted in no action.

Therefore, we are recommending that the authority for this application be rescinded.

DW:cd

cc: L. Lawrence , City Solicitor's Office (your File 65-3.357)

17.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 13
COMM FILE: 3-11.9.2
DEPT FILE: T103-03(233
ID#0043D (55)

SUBJECT:

Proposed Road/Alley Closures,
Crown Point West/Stipeley Neighbourhoods

RECOMMENDATION

(a) That the City Solicitor be directed to prepare a By-law for the stopping-up, closing and retaining the portion of Belview Avenue lying north of a line drawn from the south-east corner of Lot 3 to the south-west corner of Lot 30, Registered Plan 419 and Beck Street as established by By-Law 2790.

(b) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act R.S.O. 1980 for an order to stop-up, close and retain the following unassumed alleys:

(i) Part of the alley lying immediately west of Lots 1 to 11, inclusive, Registered Plan 419;

(ii) All of the alley lying immediately north-west of Lots 18 and 19, Registered Plan 419;

(iii) The southerly 0.58 m of the alley lying immediately north of the Reserve, Registered Plan 378, being part of the alley immediately west of Lot 18, Registered Plan 378.

(c) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act R.S.O. 1980, of City Council's intention to pass the By-law.

(d) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval of the proposed closings, pursuant to Section 48 of The Regional Act.

Cont'd ....

Proposed Road/Alley Closures,
Crown Point West/Stipeley Neighbourhoods

Cont'd ....

(e) That the City Solicitor be authorized and directed to prepare the necessary easement agreements required for Union Gas and the Region for their underground utilities on Belview Avenue and Beck Street.

G. S. Spencer
Commissioner of Engineering

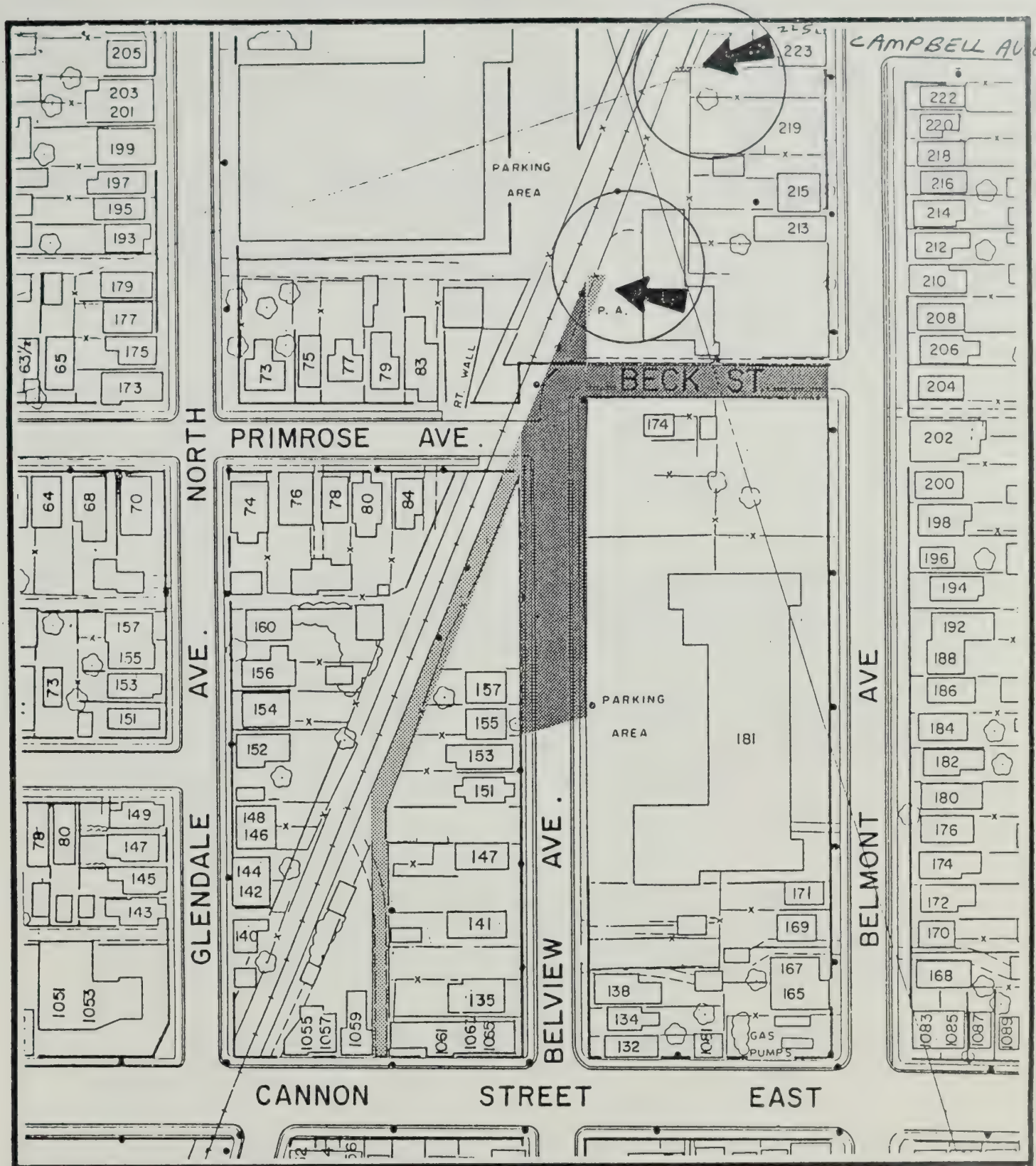
BACKGROUND

The Department of Community Development has requested the road and alley closures in order to develop the Priority One Park in the Crown Point West Neighbourhood. We have circularized notice of closure to the affected municipal departments, public utilities and residents of the area.

Seventy-six notices were sent out, twenty were returned, nineteen in favour and one opposed. There were no objections from the municipal departments and the utility companies.

RPM:sm
Attach.

cc: K. A. Rouff, City Solicitor
cc: E. A. Simpson, City Clerk
cc: E. W. Kowalski, Director
Community Development



PROPOSED CLOSURES

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

LEGEND

ALLEY CLOSURE

ROAD CLOSURE

* THIS IS NOT A PLAN OF SUBDIVISION

SCALE	FILE NO.	NORTH
N.T.S.	T103-03(233)	

18(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 June 21
COMM FILE: 3-11-9.1
DEPT FILE: T103-23(5)
ID#0043D(92)

SUBJECT

Temporary Road Closure
Hamilton Portuguese Band
Sheaffe Street from Park Street to East End of Sheaffe Street.

RECOMMENDATION

That the request of the Hamilton Portuguese Band to temporarily close Sheaffe Street, from Park Street to the east end of Sheaffe Street, from 7:00 p.m. on Saturday, September 3, 1988 to 10:00 p.m. on Sunday, September 4, 1988, be approved subject to the following conditions:

(a) That the applicant obtain a "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group.

(b) That clean up will be carried out immediately before the re-opening of the road at no cost to the City.

(c) That the organizing group provide proof of $1,000,000. public liability insurance naming the City as an added insured party with a provision for cross liability and holds the City harmless from all actions, interests, claims, demands, costs, damages, expenses and loss.

(d) That the organizing group reimburse the Regional Police Department and the Department of Public Works for any extra costs incurred by these agencies.

(e) That no homeowner within the barricaded area will be denied access to their residence upon request.

(f) That the organizing group ensure that suitable detour arrangements will be available during the duration of the closure.

(g) That the applicant deposit a cheque in the amount of $300.00 with the Department of Public Works. This deposit is to ensure that the applicant conforms to all of the aforesaid conditions to the

Cont'd...

Cont'd...

satisfaction of the Commissioner of Engineering. The cheque will be returned to the applicant after the event if the above conditions are satisfactorily met.

(h) The use of electronic devices, loudspeakers, etc., intended for the production, reproduction, or amplifiction of sound shall not be permitted after 11:00 p.m., pursuant to Noise By-law No. 79-292.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See recommendation "g".

BACKGROUND

We have received a request from the Hamilton Portuguese Band to temporarily close Sheaffe Street from Park Street to the east end of Sheaffe Street from 7:00 p.m. on Saturday, September 3 to 10:00 p.m. on Sunday, September 4, 1988,to hold a Religious Festival.

CVB:cab.

c.c. Staff Sgt. G. Williams
Hamilton-Wentworth Regional Police
J. G. Pavelka, Director of Public Works

18(b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 July 8
COMM FILE: 3-11.9.1
DEPT FILE: T103-23(5)
I.D. 0010D(47)

SUBJECT

Temporary Street Closure - Religious Festival
Jackson Street between James and MacNab Streets
Saturday, July 30, 1988 (10:00 a.m. to 2:00 p.m.)

RECOMMENDATION

That the application of Mr. S. Chisholm, agent on behalf of St. James Baptist Church, to temporarily close Jackson Street between James Street and MacNab Street on Saturday, July 30, 1988 from 10:00 a.m. to 2:00 p.m. to hold a Religious Festival, be approved during the pleasure of Council, provided:

a) That the applicant provide proof of $1,000,000. public liability insurance, naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

b) That the applicant reimburse the Regional Police and Department of Public Works for any extra costs incurred by these agencies;

c) That no property owner or resident within the barricaded area will be denied access to their property upon request;

d) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group; and,

e) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City.

G. S. Spencer
Commissioner of Engineering

Cont'd...

Cont'd...

FINANCIAL IMPLICATIONS

N/A.

BACKGROUND

We have received a request from Mr. S. Chisholm, agent on behalf of St. James Baptist Church, to temporarily close Jackson Street between James and MacNab Streets on Saturday, July 30, 1988 from 10:00 a.m. to 2:00 p.m. to hold a Religious Festival.

Council has approved similar requests in the past for this type of Festival.

Since this application was not submitted in time to be circularized, verbal comments were received from the various municipal departments, including the H.S.R.; no objections were voiced to this closure.

CVB:cab.

c.c. M. Main, Director of Traffic Services
Staff Sgt. G. Williams, Regional Police Department
G. Campbell, Hamilton Street Railway
J. G. Pavelka, Director of Public Works
Alderman W. McCulloch
Alderman V. Agro



JAMES STREET BAPTIST CHURCH

96 JAMES ST SOUTH, HAMILTON, ONTARIO L8P 2Z2 TELEPHONE: 522-9042

July 7, 1988

Bob Prowse,
Secretary to the Transport and Environmental Committee,
City Council,
City of Hamilton
71 Main St W
Hamilton, Ont

Dear Bob:

On Thursday July 28, Friday July 29, and Saturday July 30 the James Street Business Community will be holding a Summer Street Festival. Both the James Street Baptist Church and St Paul's Presbyterian Church have become involved in organizing activities over these three days.

We plan to co-operatively raise money for our individual renovation funds by selling food and running a silent auction on donated merchandise. We also hope to have Square Dancers demonstrating as part of the International Square Dance competition.

Due to the renovations taking place on both churches, we have limited space to carry out our planned activities, much less provide room for square dance demonstration. We feel that we can best solve this space problem by closing Jackson Street between James and McNab, and moving things onto the street. Since we are concentrating most of our activity on Saturday July 30th between 10:00 am and 2:00 pm, this would be when we could most productively make use of the street closure.

We would appreciate your consideration of our request at the next meeting of the Transport and Environmental Committee. We are very willing to offer any instrumental support needed to help speed the approval. Please do not hesitate to contact us at 522-1134.

Thank you in advance for your co-operation.

Sincerely:

Shawn Chisholm
Fund-raising Campaign Coordinator

18(c)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 13
COMM FILE: 3-11.9.1
DEPT FILE: T103-23(2)
ID#0043D (10)

SUBJECT:

Temporary Road Closure
Gore Park Bicycle Race
Saturday, August 13, 1988

RECOMMENDATION

That Catharine Street between King Street and Main Street be temporarily closed, from 5:30 p.m. to 8:00 p.m., on Saturday, August 13, 1988, in order that Cycle Hamilton may hold a Bicycle Race in the Gore Park area of downtown Hamilton with approval being subject to the following conditions:

a) That the applicant obtain "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control, will be subject to the direction of the Regional Police Department, and at the expense of the organizing group.

b) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the road at no cost to the City.

c) That the applicant provide proof of $1,000,000.00 public liablility insurance naming the City as an added insured party with a provision for cross liablility, and holds the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

d) That the applicant deposit a cheque in the amount of $300.00 with the Department of Public Works. This deposit is to ensure that the applicant conforms to all of the aforesaid conditions to the satisfaction of the Commissioner of Engineering. The cheque will be returned to the applicant after the event if the above conditions are satisfactorily met.

Continued . . .

Temporary Road Closure
Gore Park Bicycle Race
Saturday, August 13, 1988

Continued . . .

e) That the applicant will be responsible for placing a suitably sized ad in the local newspaper advising of the event and work with the Hamilton Street Railway to provide a map showing alternative bus routes at the organization's expense.

f) That the applicant reimburse the Regional Police, Department of Public Works, and the Hamilton Street Railway for any extra costs incurred by these agencies.

g) That no property owner or resident within the barricaded area will be denied access to their property upon request.

G S Spencer

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations"

BACKGROUND

The race route includes City of Hamilton roads, Catharine Street, and Regional roads, King St., James St., and Main St. A report will be submitted to Regional Council for the use of the Regional roads.

The Regional Police Department have reviewed the route of the race, and they indicate that appropriate traffic control and detour routes can be provided for the race.

The request was circularized to the affected departments and the conditions contained in our recommendations, addresses any requirements received from the responding departments.

CVB/RPM:clc
RPM

cc: S/Sgt. E. Williams, Regional Police Department
cc: J. Pavelka, Department of Publci Works
cc: M. Main, Traffic Department
cc: Alderman V. Agro
cc: Alderman W. McCulloch

18(d)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 13
COMM FILE: 3-11.9.1
DEPT FILE: T103-23(2)
ID#0043D (53)

SUBJECT:

Temporary Road Closure
Hess Village Bicycle Race
Sunday, August 14, 1988

RECOMMENDATION

That the following roads be temporarily closed, from 1:30 p.m. to 5:00 p.m., on Sunday, August 14, 1988, in order that Cycle Hamilton may hold a Bicycle Race in the Hess Village area of downtown Hamilton:

(i) George Street, from Pearl Street to Hess Street, and

(ii) Hess Street, from Main Street to King Street, and

(iii) Pearl Street, from King Street to George Street

(iv) Ray Street, from King Street to George Street

with approval being subject to the following conditions:

a) That the applicant obtain "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control, will be subject to the direction of the Regional Police Department, and at the expense of the organizing group.

b) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the road at no cost to the City.

c) That the applicant provide proof of $1,000,000.00 public liability insurance naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions, interests, claims, demands, costs, damages, expenses and loss.

Cont'd ....

Temporary Road Closure
Hess Village Bicycle Race
Sunday, August 14, 1988

Cont'd ....

d) That the applicant deposit a cheque in the amount of $300.00 with the Department of Public Works. This deposit is to ensure that the applicant conforms to all of the aforesaid conditions to the satisfaction of the Commissioner of Engineering. The cheque will be returned to the applicant after the event if the above conditions are satisfactorily met.

e) That the applicant will be responsible for placing a suitably sized ad in the local newspaper advising of the event and work with the Hamilton Street Railway to provide a map showing alternative bus routes at the organization's expense.

f) That the applicant reimburse the Regional Police, Department of Public Works, and the Hamilton Street Railway for any extra costs incurred by these agencies.

g) That no property owner or resident with the barricaded area will be denied access to their property upon request.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations"

BACKGROUND

The race route includes City of Hamilton roads, George St., Ray St., Hess St., Pearl St., and Regional roads, King St., Queen St., and Main St. A report will be submitted to Regional Council for the use of the Regional roads.

The Hess Village Bicycle Race has been held annually for the last few years along a similar route.

Cont'd ....

Temporary Road Closure
Hess Village Bicycle Race
Sunday, August 14, 1988

Cont'd ....

The Regional Police Department have reviewed the route of the race, and they indicate that appropriate traffic control and detour routes can be provided for the race.

The request was circularized to the affected departments and the conditions contained in our recommendation, addresses any requirements received from the responding departments.

CVB:sm

cc: S/Sgt. E. Williams, Regional Police Department
cc: J. Pavelka, Department of Public Works
cc: M. Main, Department of Traffic
cc: Alderman V. Agro, c/o Alderman's Room, City Hall
cc: Alderman W. McCulloch, c/o Alderman's Room, City Hall

19(a)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: June 22, 1988
COMM FILE:
DEPT FILE: S610-01
S717-07
ID#0043D

SUBJECT:

Incorporating certain city lands into Quincy Court.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to Incorporate Block 20, Plan 62M-471 into Quincy Court.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and The Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Block 20, Plan 62M-471 and it is necessary that it be incorporated into Quincy Court to provide access to the court from the two adjacent properties to the south.

:lc

19(b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 June 27
COMM FILE:
DEPT FILE: S610-01
S708-41
S702-41

I.D. 0018D(14)

SUBJECT

To incorporate certain lands into Kordun Street.

RECOMMENDATION

That the City Solicitor be authorzed and directed to prepare a By-law to incorporate Block 63 (0.305m reserve) Plan 62M-517 and Block 27 (0.305m reserve) Plan 62M-469 into Kordun Street (the above-mentioned being shown in heavy outline as Parts 2 and 3 on Regional Municipality of Hamilton-Wentworth Plan RA-H-446).

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of both blocks mentioned above and it is necessary that Block 63 be incorporated to provide access to Kordun Street from a soon-to-be-registered Plan of Subdivision abutting and to the south (to be known as Bayview Glen Estates - Phase II), and that said Block 17 be incorporated to hook up the two subdivisions shown on Plans 62M-517 and 62M-469.

HS:cab.
Encl.

19(c)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 June 27
COMM FILE:
DEPT FILE: S610-01
S720-15
I.D. 0018D(13)

SUBJECT

To incorporate certain City lands into Templemead Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 25, Plan 62M-423, into Templemead Drive.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKBROUND

The City of Hamilton is the owner of Block 25, Plan 62M-423, and it is necessary that it be incorporated into Templemead Drive to provide access to the newly-registered Plan 62M-560 (to the north).

HS:cab.

19(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 08
COMM FILE:
DEPT FILE: S610-01
S701-42
ID#0043D (36)

SUBJECT:

Incorporating certain City lands into Merrilee Crescent.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a by-law to incorporate Block 43, Plan 62M-495 into Merilee Crescent.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of said Block 43 and it is necessary that it be incorporated into Merrilee Crescent to provide access from Plan 62M-495 to the soon to be registered plan of subdivision to the north (to be known as Aspen West - Phase Two).

HMS:sm

FOR ACTION

20

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 7
COMM FILE:
DEPT FILE: T103-50(648
ID#0043D (42)

SUBJECT:

Encroachment Agreement
32 Murray Street West
To rescind Item 29 of the 10th Report of the Transport and Environment Committee

RECOMMENDATION

That Item 29 of the 10th Report of the Transport and Environment Committee adopted by Council on 1988 June 28 authorizing permission to retain an encroachment at 32 Murray Street be rescinded.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

City Council on 1988 May 10, approved Item 14 of the Transport and Environment Committee Report. This approval was for an encroachment agreement for the property located at 32 Murray Street West.

Subsequently, a second report was inadvertently submitted and approved by Council on 1988 June 28.

CVB/RPM:clc

21(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 11
COMM FILE: 3-11.5
DEPT FILE: T103-50(675
ID#0043D (47)

SUBJECT:

Inadvertent Encroachment Agreement
440 Victoria Ave. North

RECOMMENDATION

That the application of Mr. J. Brenzil, agent, on behalf of the present owner of 440 Victoria Ave. North, Alan Candy International, to retain the following inadvertent encroachments consisting of:

(i) On Ferrie Street - 3 storey brick building encroaching by 139.79 m x 0.51 m
- existing enclosed gas manifold 3.82 m x 10.82
- proposed loading dock enclosure 6.10 m x 3.83 m

(ii) On Emerald Street - Concrete entrance way 3.44 m x 3.81 m

be approved during the pleasure of City Council provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $131.36, and subsequent annual fee of $105.36 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

Cont'd ....

Inadvertent Encroachment Agreement
440 Victoria Ave. North

Cont'd ....

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB
CVB:sm

cc: L. Farr, City Solicitor's Dept.

21(b)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 June 15
COMM FILE: 3-11.5
DEPT FILE: T103-50(67C
ID#0043D (28)

SUBJECT:

Inadvertent Encroachment Agreement
143 Young Street

RECOMMENDATION

That the application of Mr. R. Charko, Solicitor, on behalf of the present owner(s) of 143 Young Street, Micheal Koester and Robert Charko, to retain the inadvertent encroachments consisting of:

(i) on Young Street - Concrete Porch 0.52m x 5.20m

(ii) on Walnut Street South - Brick Dwelling 0.52m x 8.50m
- Enclosed Porch 0.37m x 4.47m

be approved during the pleasure of City Council provided:

a) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authroized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation"

Continued . . .

Inadvertent Encroachment Agreement
143 Young Street

Continued . . .

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:clc
cc: L. Farr, City Solicitor's Department

21(c)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 June 21
COMM FILE: 3-11.5
DEPT FILE: T103-50(671
ID#0043D (98)

SUBJECT:

Inadvertent Encroachment Agreement
27 Linwood Avenue

RECOMMENDATION

That the application of Ms. P. Bertrand, agent, on behalf of the present owner of 27 Linwood Avenue, Carmen, Yvonne Pilgrim, to retain the inadvertent encroachment consisting of wooden steps (measuring 0.33 m x 1.22 m), be approved during the pleasure of City Council provided:

(a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

(c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Inadvertent Encroachment Agreement
27 Linwood Avenue

Cont'd ....

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:sm

cc: L. Farr, City Solicitor's Dept.

21(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 June 22
COMM FILE: 3-11.5
DEPT FILE: T103-50(672
ID#0043D

SUBJECT:

Inadvertent Encroachment Agreement
167 Hunter Street East

RECOMMENDATION

That the application of Mr. T. Tirone, agent, on behalf of the present owner(s) of 167 Hunter Street East, Newview Properties Inc., to retain the inadvertent encroachment consisting of concrete steps (measuring 0.56 m x 1.07 m), be approved during the pleasure of City Council provided:

(a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

(c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Inadvertent Encroachment Agreement
167 Hunter Street East

Cont'd ....

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:sm
RDM

cc: L. Farr, City Solicitor's Dept.

21(e)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 June 21
COMM FILE: 3-11.5
DEPT FILE: T103-50(643
ID#0043D (96)

SUBJECT:

Inadvertent Encroachment Agreement
279 Jackson Street West

RECOMMENDATION

That the application of Mr. D. Branston, the present owner of 279 Jackson Street West, to retain the following inadvertent encroachments consisting of:
(i) enclosed porch 0.64 m x 2.74 m
(ii) wooden steps 0.55 m x 1.70 m,
be approved during the pleasure of City Council provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Inadvertent Encroachment Agreement
279 Jackson Street West

Cont'd ....

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB
CVB:sm

cc: L. Farr, City Solicitor's Department

21(f)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 June 30
COMM FILE: 3-11.5
DEPT FILE: T103-50(646
ID#0043D (29)

SUBJECT:

Inadvertent Encroachment Agreement
554 James Street North

RECOMMENDATION

That the application of Mr. M. Hinchey, Solicitor, on behalf of the present owner of 554 James Street North, Mr. D. Lemmon, to retain the following inadvertent encroachments consisting of

(i) on Wood Street - overhead fabric awning 0.41m x 0.76m
(ii) on James Street North - overhead fabric awning 0.91m x 1.54m
- 3 Storey Brick Building and Eaves 0.51m x 9.08m

be approved provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $132.00, and subsequent annual fee of $27.00 be set for this privilege

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations"

Continued . . .

Inadvertent Encroachment Agreement
554 James Street North

Continued . . .

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no object. The City has allowed this type of encroachment in the past.

CVB
RDM CVB:clc

cc: L. Farr, City Solicitor's Department

21(9)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 6
COMM FILE: 3-11.5
DEPT FILE: T103-50(66
ID#0043D (38)

SUBJECT:

Inadvertent Encroachment Agreement
364 Main Street West

RECOMMENDATION

That the application of Mr. K. Schaible, agent on behalf of the present owner of 364 Main Street West, Schaible Electric Limited, to retain the inadvertent encroachments on the 12 foot alleyway abutting the said property consisting of:

i) metal siding dwelling 1.15m x 11.76m

ii) wooden steps and landing 1.15m x 1.81m

be approved during the pleasure of City Council provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, casuses of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation"

Continued . . .

Inadvertent Encroachment Agreement
364 Main Street West

Continued . . .

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:clc

cc: L. Farr, City Solicitor's Department

FOR ACTION

22(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 June 27
COMM FILE: 3-11.7
DEPT FILE: T103-37
I.D. 0010D(61)

SUBJECT

Banner Display Application
May 22, 1989 to May 29, 1989

RECOMMENDATION

That the "DESIGNER'S SHOWCASE ORGANIZATION" be permitted to display a promotional banner across Main Street West, in front of City Hall, from May 22, 1989 to May 29, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Designer's Showcase '89".

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "DESIGNER'S SHOWCASE ORGANIZATION" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:cab.
Encl.

c.c. H. Reinhold, Department of Public Works

22(b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 June 27
COMM FILE: 3-11.7
DEPT FILE: T103-37
I.D. 0010D(62)

SUBJECT

Banner Display Application
September 25, 1989 to October 2, 1989

RECOMMENDATION

That the "UNITED WAY ORGANIZATION" be permitted to display a promotional banner across Main Street West, in front of City Hall, from September 25, 1989 to October 2, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Please Support the United Way".

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "UNITED WAY ORGANIZATION" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:cab.
Encl.

c.c. H. Reinhold, Department of Public Works

FOR ACTION

22(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 June 27
COMM FILE: 3-11.7
DEPT FILE: T103-37
I.D. 0010D(63)

SUBJECT

Banner Display Application
May 29, 1989 to June 5, 1989

RECOMMENDATION

That the "CANADIAN SOCIETY OF SAFETY ENGINEERS" be permitted to display a promotional banner across Main Street West, in front of City Hall, from May 29, 1989 to June 5, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Canadian Occupational Health and Safety Week
June 11-17".

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "CANADIAN SOCIETY OF SAFETY ENGINEERS" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:cab.
Encl.

c.c. H. Reinhold, Department of Public Works

FOR ACTION

22(d)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 June 27
COMM FILE: 3-11.7
DEPT FILE: T103-37
I.D. 0010D(64)

SUBJECT

Banner Display Application
September 11, 1989 to September 18, 1989

RECOMMENDATION

That the "Y.W.C.A." be permitted to display a promotional banner across Main Street West, in front of City Hall, from September 11, 1989 to September 18, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Y.W.C.A. 100th Anniversary".

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "Y.W.C.A." requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:cab.
Encl.

c.c. H. Reinhold, Department of Public Works

22(e)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 4
COMM FILE: 3-11.7
DEPT FILE: T103-37
ID#0043D (37)

SUBJECT:

Banner Display Application
October 23, 1989 to October 30, 1989 and
November 6, 1989 to November 13, 1989

RECOMMENDATION

That the "Hamilton Public Library" be permitted to display a promotional banner across Main Street West, in front of City Hall, from October 23, 1989 to October 30, 1989, and from November 6, 1989 to November 13, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Hamilton Public Library Centennial"
1889-1989

G S Spencer
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "Hamilton Public Library" requesting permission to display a promotional banner across Main Street in front of City Hall.

CVB:clc
Encl.

cc: H. Reinhold, Department of Public Works

22(f)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 04
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0043D (35)

SUBJECT:

Banner Display Application
August 21, 1989 to August 28, 1989

RECOMMENDATION

That the "World Conference for Co-Op Education" be permitted to display a promotional banner across Main Street West, in front of City Hall, from August 21, 1989 to August 28, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Hamilton Welcomes World Co-op Delegates"

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "World Conference for Co-op Education" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:sm

cc: H. Reinhold, Department of Public Works

22(9)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 4
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0043D (34)

SUBJECT:

Banner Display Application
October 9, 1989 to October 16, 1989

RECOMMENDATION

That the "McMaster Alumni Organization" be permitted to display a promotional banner across Main Street West, in front of City Hall, from October 9, 1989 to October 16, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Welcome McMaster Alumni"

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "McMaster Alumni" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:sm

cc: H. Reinhold, Department of Public Works

23(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 June 22
COMM FILE: 3-11.4
DEPT FILE: S701-48
ID#0043D(98)

SUBJECT

Plan of Subdivision for "Appleridge Estates", Hamilton.

RECOMMENDATION

a) That the submitted schedules for the estimated cost of services in "APPLERIDGE ESTATES", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;

b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered;

c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and,

d) That the City's share of the cost of services for the development ($818.00) be approved and that the Executive Committee recommend the source of funding for this project.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in "APPLERIDGE ESTATES" is as follows:

TYPE OF WORK	AMOUNT TO BE CONSIDERED
Fencing (along a public walkway)	$818.00
TOTAL CITY SHARE	$818.00

Cont'd...

Cont'd...

The City share ($818.00) is non-recoverable and is attributable to fencing along the public walkway adjacent to Lot 18.

The estimated cost of the Subdivider's share of the City services is estimated to be $72,526.23.

For the Committee's information, sidewalks will not be installed on either side of Rupert Court. This is in accordance with City policy. The estimated cost savings to the Subdivider is approximately $16,000.

BACKGROUND

Clause 9(b)of the Twenty-fourth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on December 8, 1987, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided.

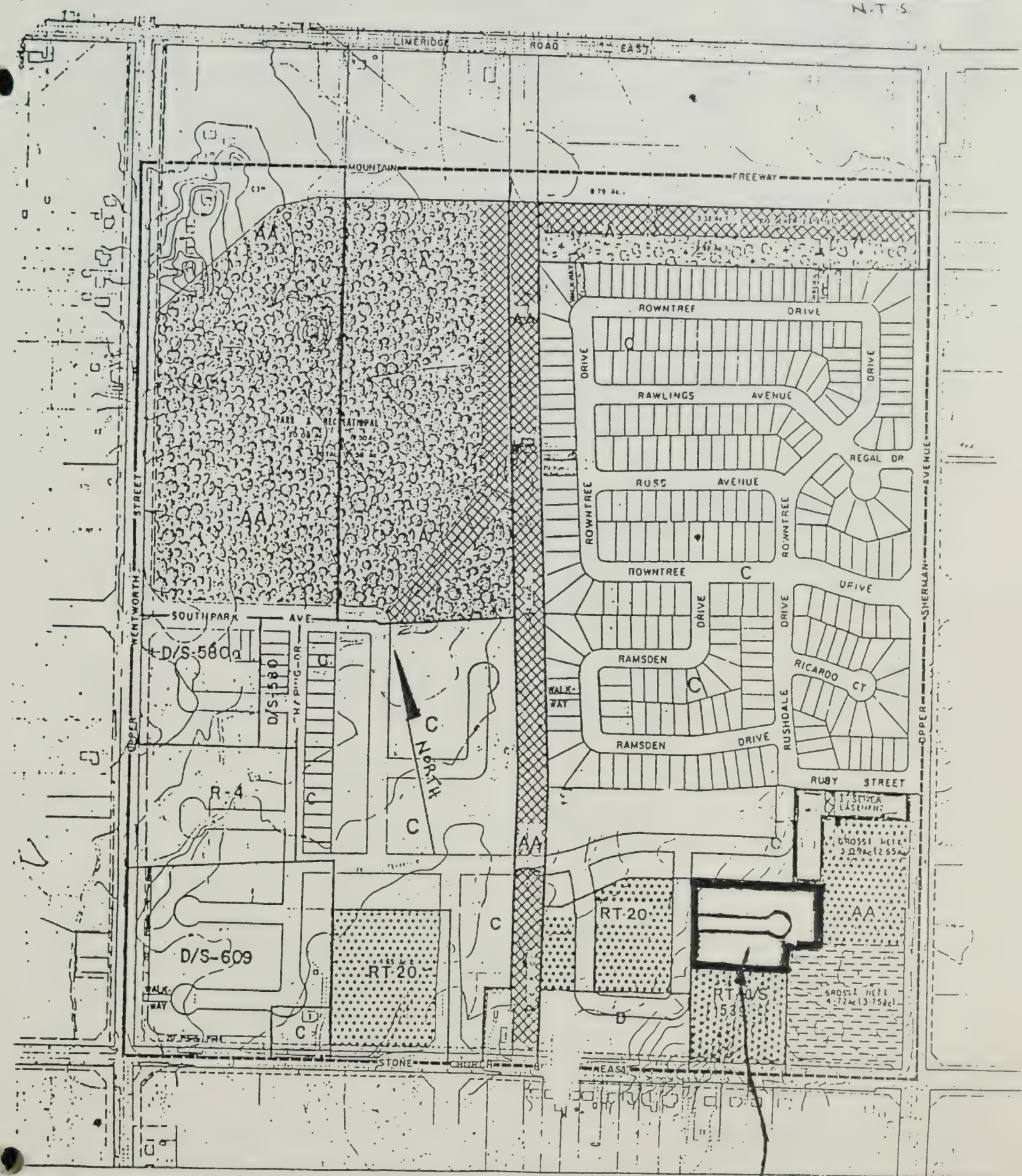
The present owner of these lands is Appleridge Estates (Hamilton) Limited. Copies of the Engineer's estimate for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A. J. Clarke and Associates, have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of eighteen (18) lots for single-family residential use.

CAU:cab.

c.c. J. Schatz, Secretary, Executive Committee
E. Matthews, City Treasurer
B. Hotrum, City Treasury Department

KEY PLAN
N.T.S.



PROPOSED SUBDIVISION
"APPLERIDGE ESTATES"

FOR ACTION

23(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 June 29
COMM FILE: 3-11.4
DEPT FILE: S723-37
I.D. 0067D(79)

SUBJECT

Plan of Subdivision for "Wellington Chase - Phase 2", Hamilton.

RECOMMENDATIONS

(a) That the submitted schedules for the estimated cost of services in "Wellington Chase - Phase 2", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered;

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and,

(d) That the City's share of the cost of services for the development ($34,920.68) be approved, and that the Executive Committee recommend the source of funding for this project.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in "Wellington Chase - Phase 2" is as follows:

TYPE OF WORK	AMOUNT TO BE CONSIDERED
Finished Roads and Lot Grading	$31,188.00
Fencing	$ 3,732.68
TOTAL CITY SHARE	$34,920.68

Cont'd...

Cont'd...

The City share ($34,920.68) is attributable to extra width and extra depth asphalt on Brigade Drive at Upper Wellington Street and for a chain link fence at the rear of Lots 7 to 16 inclusive, adjacent to the proposed parklands. These costs are non-recoverable.

The estimated cost of the Subdivider's share of the City services is estimated to be $501,373.29.

For the Committee's information, sidewalks will not be installed on either side of Elba Court, the east side of Dragoon Drive and the east side of Fusilier Drive. This is in accordance with City policy.

The estimated cost savings to the Subdivider is estimated to be approximately $10,000.00.

BACKGROUND

Clause 8(b) of the Nineteenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on October 13, 1987, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided.

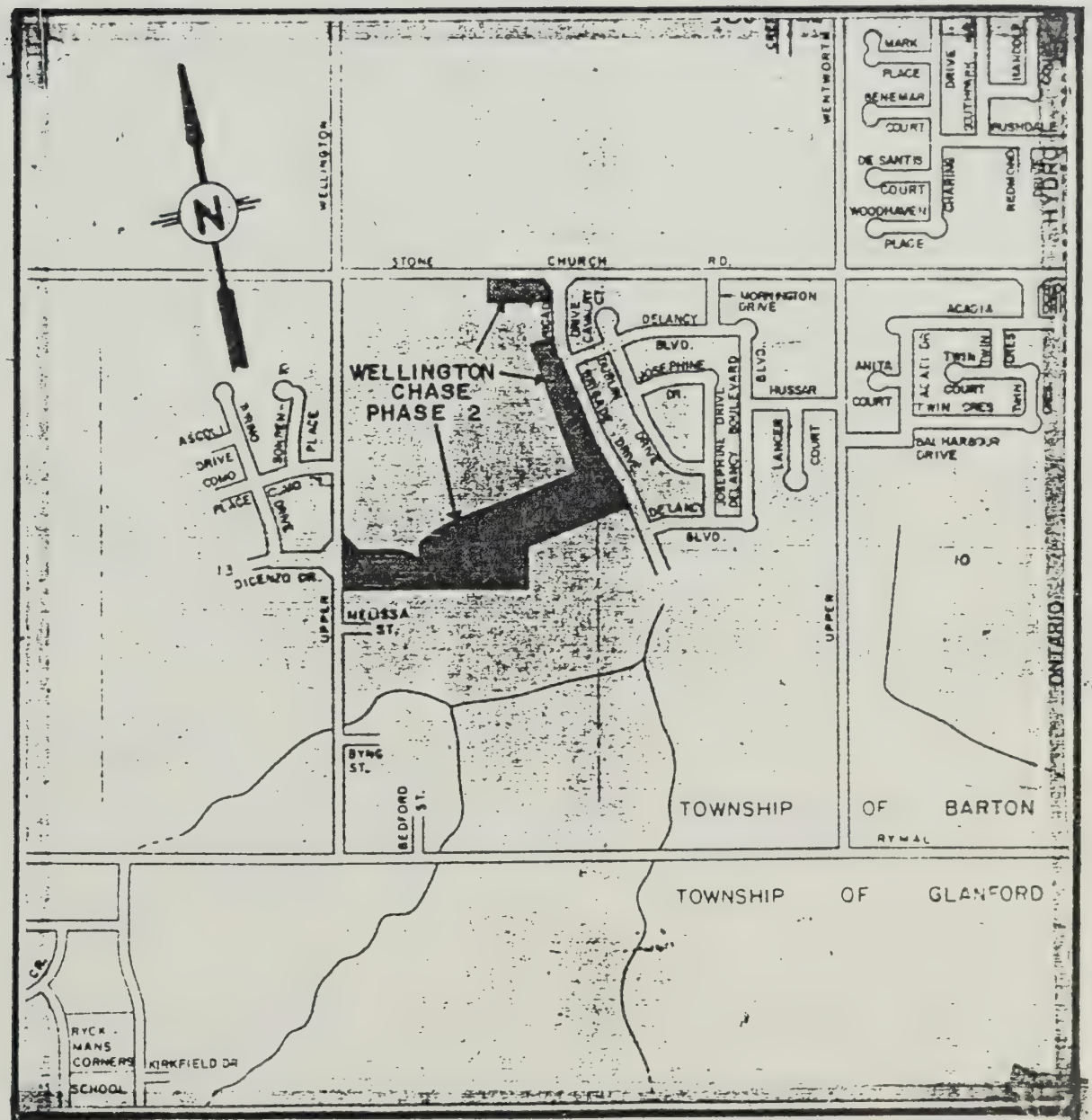
The present owner of these lands is Wellington Chase Inc. (Wm. Sinclair, President).

Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan as prepared by Urbex Management Limited and Ashenhurst Nouwens Limited respectively, have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of sixty-seven (67) lots presently and three (3) future lots, all for single-family residential use.

CAU:cab.

c.c. J. Schatz, Secretary, Executive Committee
E. Matthews, City Treasurer
B. Hotrum, City Treasury Department



KEY PLAN

SCALE: 1: 12,000

FOR ACTION

24(a)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 June 10
COMM FILE: TEC-109-88
DEPT FILE: 3-9.5

SUBJECT:

Intersection of Park Plaza Drive and Parkwood Crescent - Intersection Control.

RECOMMENDATION

That no action be taken on the request for three-way stop control at the intersection of Park Plaza Drive and Parkwood Crescent.

Murray F. Main

FINANCIAL IMPLICATIONS

The erection of stop signs on Parkwood Crescent at Park Plaza Drive would result in increased motor vehicle operating costs, in the order of $10,000 per year.

BACKGROUND

The Traffic Department recently received a letter from Mr. Roger Petro, 23 Park Plaza Drive, requesting that three-way stop control be implemented at the intersection of Park Plaza and Parkwood to control the speed of traffic. An investigation was conducted and Mr. Petro was informed that the Traffic Department did not support his request. However, Alderman Henry Merling has asked that this matter be forwarded to the Committee for consideration. Therefore, the Traffic Department has the following report:

Presently, westbound traffic on Park Plaza is required to stop for northbound and southbound traffic on Parkwood, and Traffic Department records indicate that this intersection is operating safely, since there have never been any reported accidents at this location since the streets were constructed.

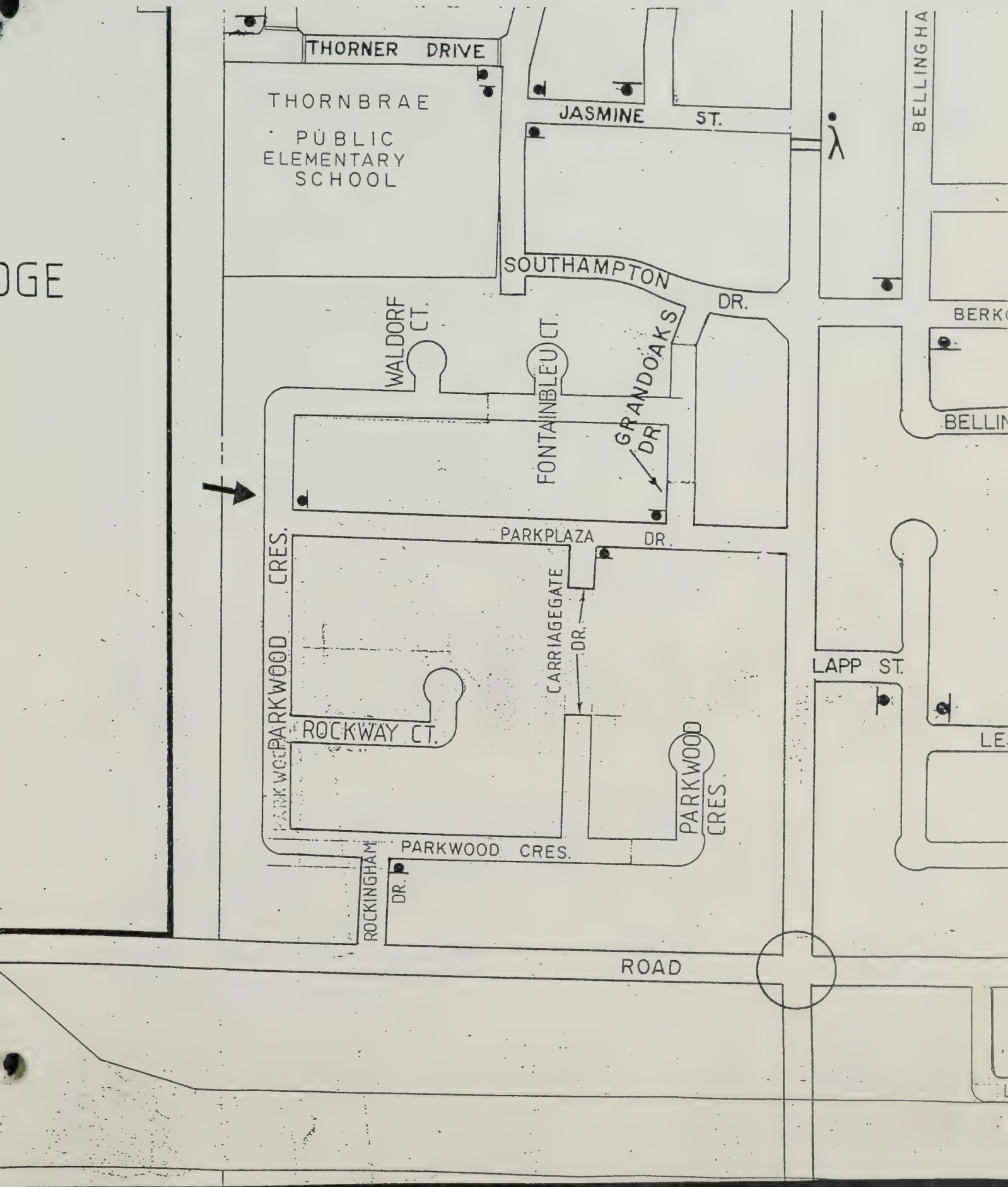
Experience with attempting to stop motorists on the through roadway at a "T" intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location, and therefore, are not looking for a stop sign, and the Traffic Department has found the violation

rate to be relatively high. Because of the proximity to the 90° turn in the roadway north of Park Plaza, this intersection might experience an even higher rate of violation since visibility of the stop signs might be limited. Thus, the erection of stop signs on Parkwood at Park Plaza could lead to a more serious condition if pedestrians crossing the street expect the motorist to come to a stop, and the motorist, for whatever reason, fails to stop for the stop sign.

Research has shown that the stop sign is not effective as a speed control device, and that the area of influence is only approximately 100 feet each way from the intersection. It has been documented that some motorists who are required to stop for what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time".

The Traffic Department uses certain criteria to determine when all direction stop control should be implemented because of the large number of requests for this type of device. These criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past accident record, and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

For the above noted reasons, the Traffic Department cannot support the request for three way stop control at the intersection of Park Plaza and Parkwood at this time.


THORNER DRIVE
THORNBRAE
PUBLIC
ELEMENTARY
SCHOOL
JASMINE ST.
BELLINGHA
SOUTHAMPTON DR.
WALDORF CT.
FONTAINBLEU CT.
GRANDOAKS DR
BERK
BELLIN
PARKPLAZA DR.
CARRIAGEGATE DR.
PARKWOOD CRES.
ROCKWAY CT.
PARKWOOD CRES.
PARKWOOD CRES.
ROCKINGHAM DR.
LAPP ST.
ROAD

FOR ACTION

24(b)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 June 24
COMM FILE: TEC-114-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Summer Place and Gatineau Drive - Intersection Control.

RECOMMENDATION

That no action be taken on the request for three-way stop control at the intersection of Summer Place and Gatineau Drive.

Murray F. Main

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

The installation of stop signs on Summer Place at Gatineau Drive would result in increased motor vehicle operating costs in the order of $10,000 per year.

BACKGROUND

Alderman Paul Cowell has asked the Traffic Department to report to the Committee on a request by Mr. Paul Sakalauskas, 39 Gatineau Drive, that a stop sign be erected on Summer Place at Gatineau Drive to control the speed of traffic. Approval of this request would mean that the intersection would be controlled by a three way stop. The Traffic Department has investigated this request, and has the following report:

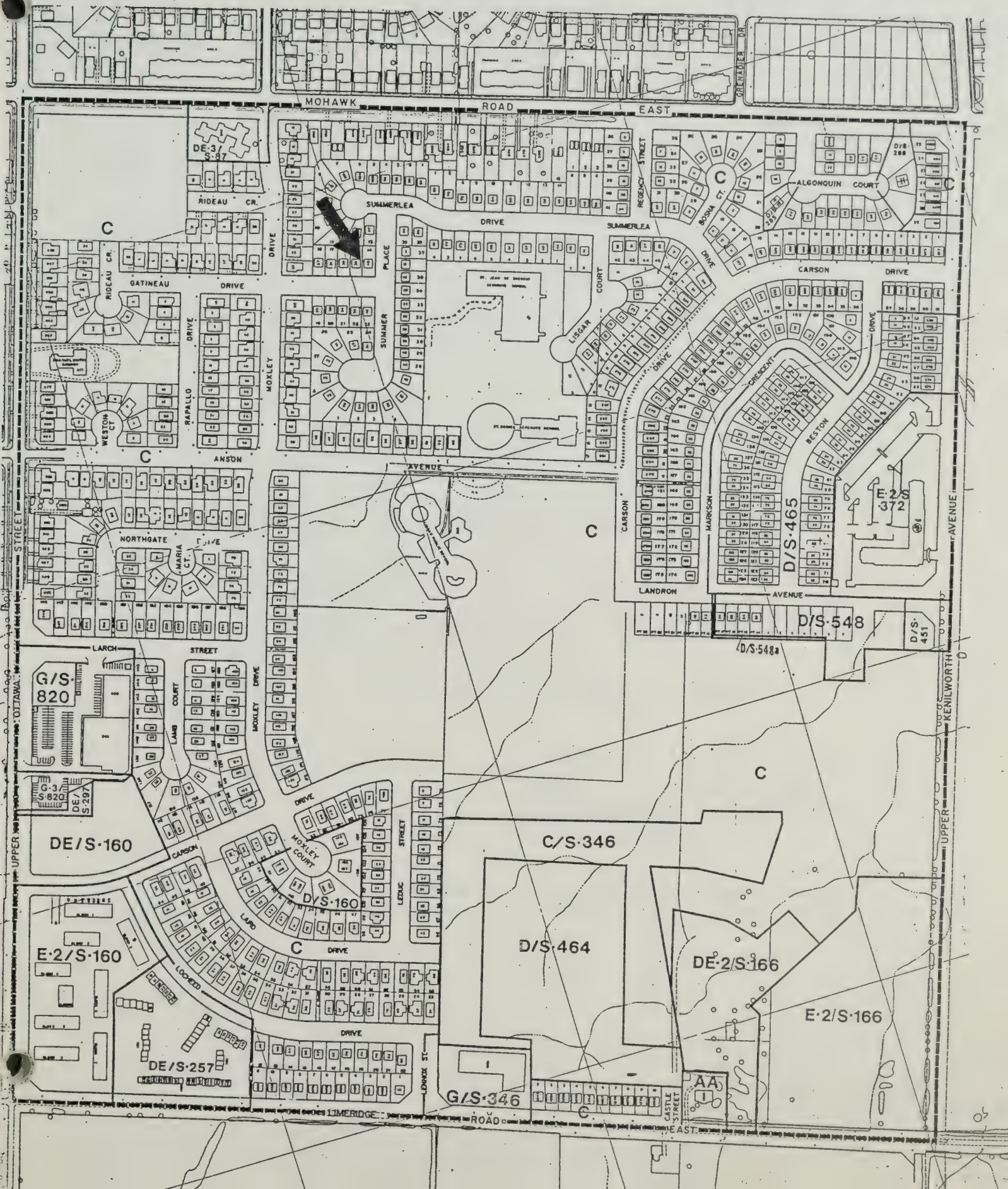
Research has shown that stop signs are not effective as speed control devices, and that the area of influence is only approximately 100 feet each way from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". In any case, Summer Place is only approximately 450 feet in length, and therefore, motorists on this short street section are not likely to be able to exceed the speed limit to any great degree.

Experience with attempting to stop motorists on the through roadway at a "T" type intersection has not been favourable. Motorists do not expect to have to stop at this type of location and are not looking for stop signs, and we have found the violation rate to be relatively high. Thus, the installation of stop signs on Summer Place at Gatineau Drive could lead to a more serious condition if pedestrians crossing the street expect the motorist to come to a stop, and the motorist, for whatever reason, fails to stop for the stop signs.

There have been no reported accidents at the intersection of Summer Place and Gatineau Drive in at least the last 7 years. There has been only one reported accident on the entire length of Summer Place, and this accident occurred in August, 1985, when a nine year old cyclist disobeyed the existing stop sign on Gatineau Drive and drove into a southbound vehicle on Summer Place. This accident occurred 33 feet north of the intersection. Thus, it is concluded that the intersection of Gatineau and Summer is operating safely under the present intersection control.

The Traffic Department utilizes certain criteria to determine when all direction stop control should be implemented at an intersection. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past accident record, and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this location at this time.

For the above noted reasons, the Traffic Department does not support the request for three-way stop control at Summer Place and Gatineau Drive.


MOHAWK ROAD EAST
GRENADIER DR.
DE-3 S-87
RIDEAU CR.
SUMMERLEA DRIVE
SUMMERLEA PLACE
REGENCY STREET
BOSNA CT.
ALGONQUIN COURT
CARSON DRIVE
GATINEAU DRIVE
RIDEAU CR.
WESTON CT.
RAPALLO DRIVE
MOXLEY DRIVE
SUMMER COURT
LUSCAR DRIVE
CRESCENT
BESTON
MARKSON
CARSON
LANDRON
AVENUE
D/S-465
E-2/S-372
D/S-548
D/S-548a
D/S-451
ANSON
NORTHGATE
MARIA CT.
DRIVE
LARCH STREET
G/S-820
G-3/S-820
DE/S-297
DE/S-160
LAMB COURT
MOXLEY DRIVE
MOXLEY COURT
LEDUC STREET
CARSON
LAPO DRIVE
D/S-160
E-2/S-160
LOCKED
DE/S-257
LONDON ST.
G/S-346
C/S-346
D/S-464
DE-2/S-166
E-2/S-166
AA
CASTLE STREET
ROAD
EAST
UPPER OTTAWA STREET
UPPER KENILWORTH AVENUE
C

FOR ACTION

24(c)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 June 21
COMM FILE TEC-120-88
DEPT FILE 3-9.4

SUBJECT:

Intersection Control on Swallow Crescent

RECOMMENDATION

(a) That westbound traffic on Swallow Crescent be required to stop for northbound and southbound traffic on Bluebird Avenue; and

(b) That eastbound traffic on Swallow Crescent be required to stop for northbound and southbound traffic on Meadowlark Drive; and

(c) That southbound traffic on Redwing Road be required to stop for eastbound and westbound traffic on Swallow Crescent; and

(d) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND

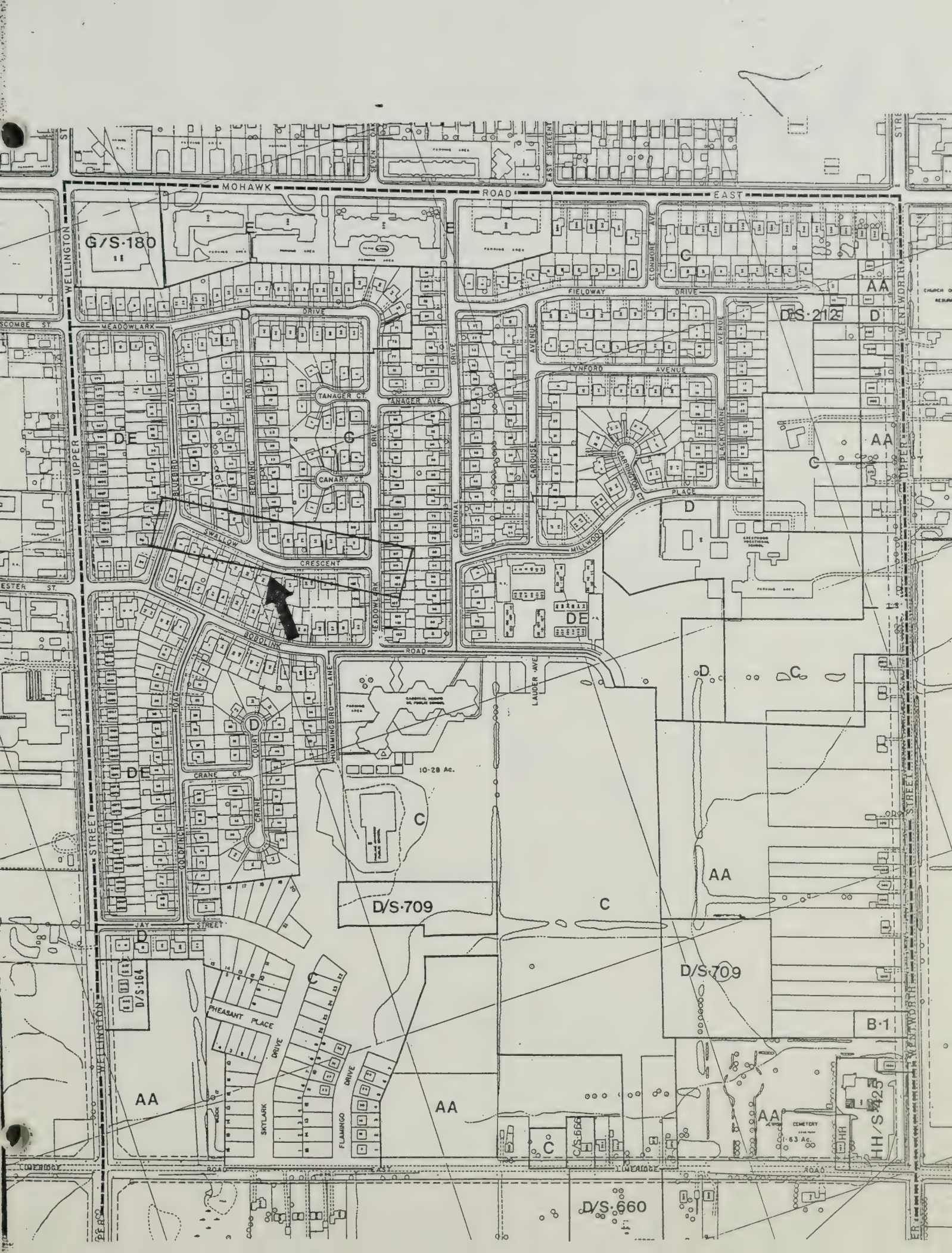
The Traffic Department has received a petition signed by representatives of 17 of the 22 residential properties abutting Swallow Crescent, requesting that stop signs be erected on Swallow Crescent at Bluebird and at Meadowlark and that three-way stop control be implemented at the intersection of Swallow Crescent and Redwing Road.

The intersections of Swallow and Bluebird and Swallow and Meadowlark are "T" shaped intersections and presently uncontrolled. Although there have been no reported accidents at either intersection in recent years, this Department concurs to erecting stop signs on the stems of these three-leg intersections such that traffic on Swallow would be required to stop at Bluebird and at Meadowlark.

The intersection of Swallow and Redwing is also a "T" intersection which is presently uncontrolled. This intersection is also operating safely since there have been no reported accidents at this location in at least the last six years.

The Traffic Department uses certain criteria to determine when all-direction stop control should be utilized at an intersection. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past accident record, and to severe visibility obstructions which make it necessary for all vehicles to stop. None of these criteria are met at this location at this time.

For the above noted reasons, the Traffic Department cannot support the request for three-way stop control at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection, such that southbound traffic on Redwing Road would be required to stop for eastbound and westbound traffic on Swallow Crescent.


MOHAWK ROAD EAST
WELLINGTON ST
G/S-180
MEADOWLARK DRIVE
TANAGER CT.
CANARY CT.
REDWING ROAD
BLUEBIRD AVENUE
SWALLOW CRESCENT
ROBOLINK ROAD
HUMMINGBIRD LANE
CRANE CT.
COLDFINCH ROAD
CRANE COURT
JAY STREET
PHEASANT PLACE DRIVE
SKYLARK DRIVE
FLAMINGO DRIVE
D/S-164
FIELDWAY DRIVE
CLONMORE AVE
D/S-2125
LYNFORD AVENUE
CAROUSEL AVENUE
CARDINAL DRIVE
CARDINGTON CT.
BLACKTHORNE AVENUE
MILLWOOD PLACE
LAUDER AVE
10-28 Ac.
D/S-709
D/S-709
B-1
D/S-660
D/S-660
CEMETERY
1-63 Ac.
HH/S-425
UPPER WENTWORTH STREET
EASTMOUNT ROAD
LOWERIDGE ROAD

FOR ACTION

24(d)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 June 24
COMM FILE: TEC-123-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Gurnett Drive and Gurnett Gate - Intersection Control.

RECOMMENDATION

(a) That northbound traffic on Gurnett Gate be required to stop for eastbound and westbound traffic on Gurnett Drive; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

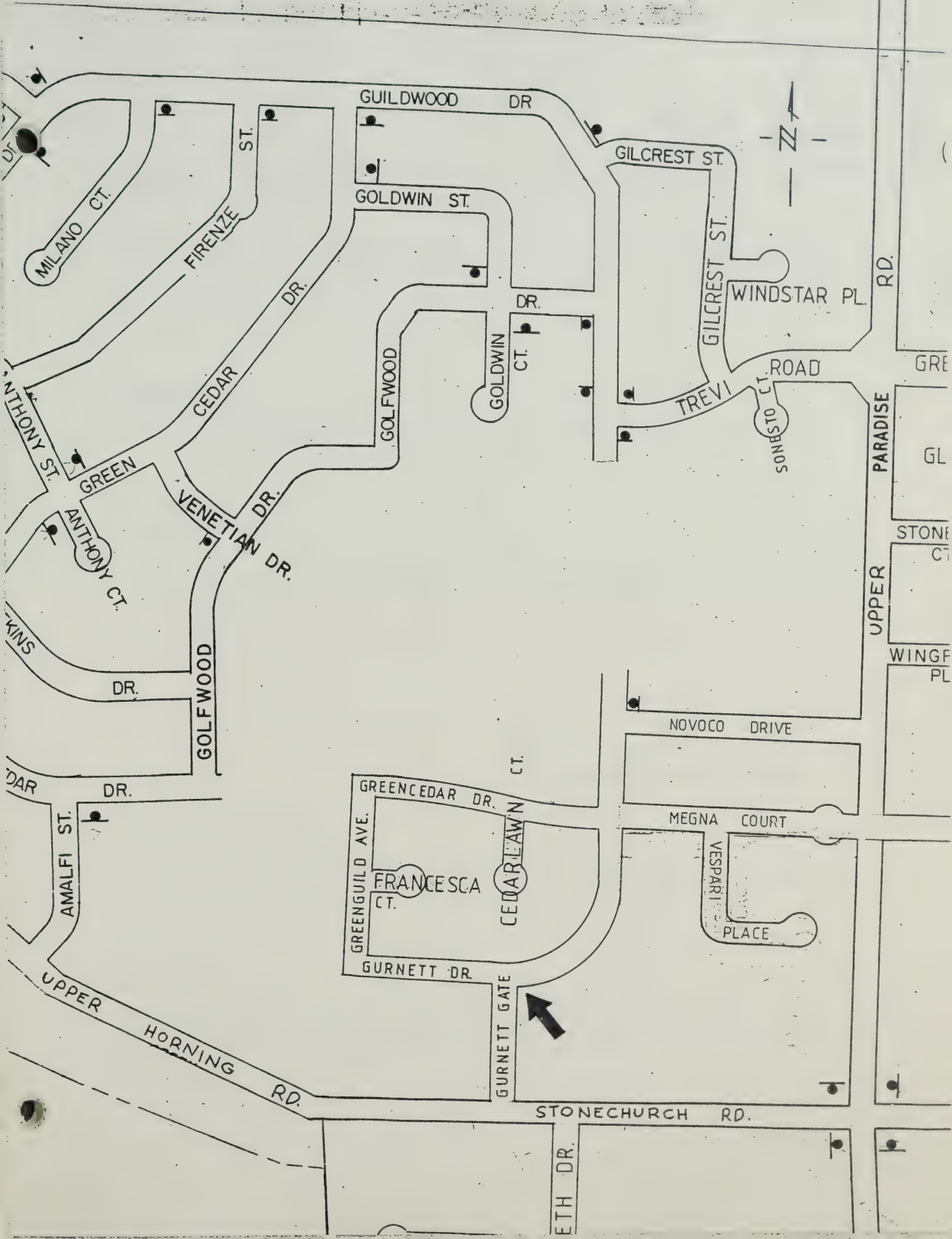
FINANCIAL IMPLICATIONS

There are sufficient funds available in the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required sign.

BACKGROUND

An area resident has requested that stop control be implemented at the intersection of Gurnett Drive and Gurnett Gate. The subject intersection is "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported accidents at this location in the past six years. Thus, the intersection has operated safely, and there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign at the stem of this "T" type intersection, such that northbound traffic on Gurnett Gate would be required to stop for eastbound and westbound traffic on Gurnett Drive. Therefore, the Traffic Department concurs with this request.


GUILDWOOD DR
GILCREST ST.
GOLDWIN ST.
MILANO CT.
FIRENZE ST.
CEDAR DR.
GOLFWOOD DR.
GOLDWIN CT.
GILCREST ST.
WINDSTAR PL.
RD.
TREVI
ROAD
SONESTO CT.
PARADISE
ANTHONY ST.
GREEN
VENETIAN DR.
ANTHONY CT.
GOLFWOOD
DR.
UPPER
NOVOCO DRIVE
GREENCEDAR DR.
CT.
MEGNA COURT
AMALFI ST.
GREENGUILD AVE.
FRANCESCA CT.
CEDAR LAWN
VESPARI PLACE
GURNETT DR.
GURNETT GATE
UPPER HORNING RD.
STONECHURCH RD.

FOR ACTION

24(e)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 08
COMM FILE: TEC-132-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Cambridge Avenue and Frederick Avenue - Intersection Control.

RECOMMENDATION

a) That westbound traffic on Cambridge Avenue be required to stop for northbound and southbound traffic on Frederick Avenue; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

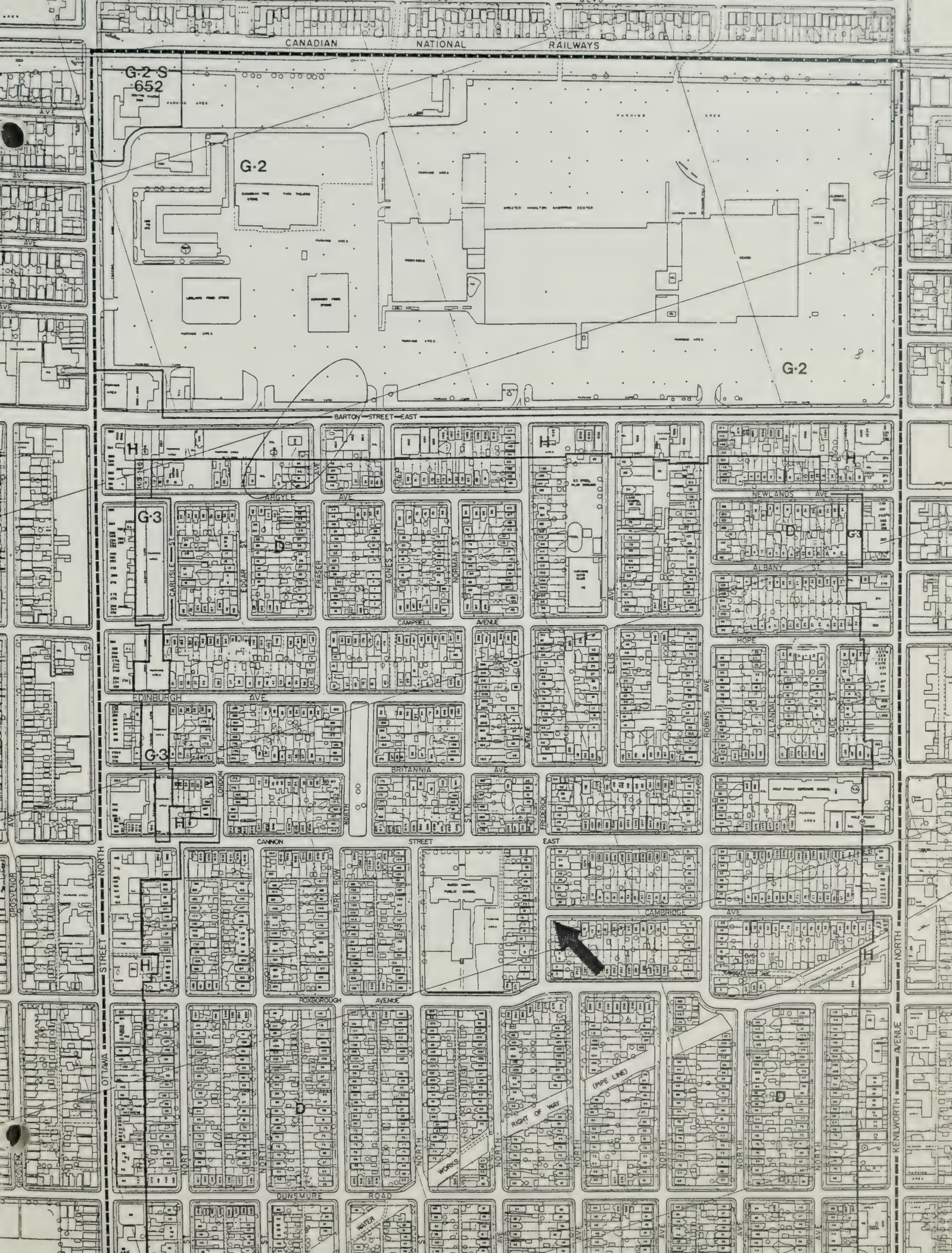
FINANCIAL IMPLICATIONS

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop sign.

BACKGROUND

An area resident has requested that westbound stop control be implemented at the intersection of Cambridge Avenue at Frederick Avenue. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported accidents at this location in at least the past seven years. Thus, the intersection has operated safely, and there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that westbound traffic on Cambridge Avenue would be required to stop for northbound and southbound traffic on Frederick Avenue. Therefore, the Traffic concurs with this request.


CANADIAN NATIONAL RAILWAYS
G-2 S 652
G-2
G-2
BARTON STREET EAST
ARGYLE AVE
G-3
CAMPBELL AVENUE
EDINBURGH AVE
G-3
BRITANNIA AVE
CANNON STREET EAST
NEWLANDS AVE
ALBANY ST
HOPE
CAMBRIDGE AVE
PARK ROW NORTH
ROXBOROUGH AVENUE
DUNSMURE ROAD
(PIPE LINE) RIGHT OF WAY
WATER WORKS
OTTAWA STREET NORTH
KENILWORTH AVENUE NORTH
GROSVENOR AVE

24(f)

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 12
COMM FILE: TEC-143-88
DEPT. FILE:

SUBJECT

Intersection of West 3rd Street and McElroy Road - Intersection Control.

RECOMMENDATIONS

a) That four-way stop control be implemented at the intersection of West 3rd Street and McElroy Road; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS

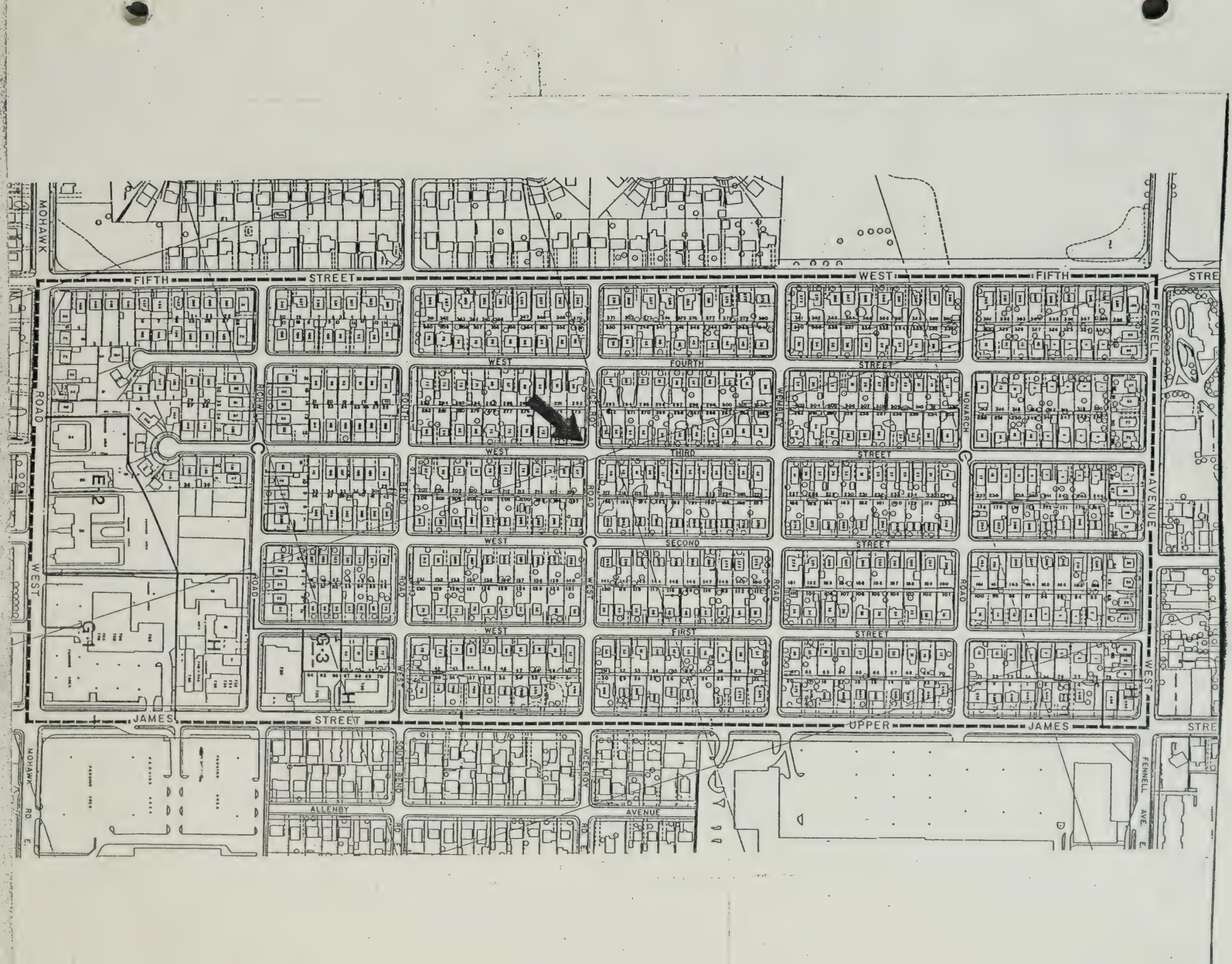
Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND

Alderman Don Ross recently asked the Public Works Department to investigate the possibility of removing the tree at the south west corner of West 3rd and McElroy to improve visibility for motorists entering the intersection. The Public Works Department investigated the request and concluded that the tree is healthy and that there are no grounds for removal unless the Traffic Department concludes that the tree seriously obstructs visibility at the intersection.

Presently, northbound and southbound traffic on West 3rd is required to stop for eastbound and westbound traffic on McElroy. A Traffic Department investigation has revealed that the tree does obstruct visibility for northbound motorists on West 3rd attempting to enter McElroy. Although there have been no reported accidents at this location in recent years, at least one of the criteria respecting the use of all-direction stop control at intersections is met because of the serious visibility obstruction created by the tree at the south west corner. Therefore, rather than removing the large healthy tree, the Traffic Department recommends that four-way stop control be implemented at this intersection. This recommendation is made on the basis that this is a very large and healthy tree, and conditions cannot be mitigated by pruning as would be possible with hedges and other types of trees, and also on the basis that the tree presents a severe visibility obstruction to motorists.

Alderman Don Ross has advised that he concurs with the recommendation.


MOHAWK
FIFTH STREET WEST
FIFTH STRE
WEST FOURTH STREET
WEST THIRD STREET
WEST SECOND STREET
WEST FIRST STREET
FENNELL AVENUE
RICHWAY ROAD
SOUTH BEND ROAD
MCELROY ROAD
WENBLEY ROAD
MONARCH ROAD
WEST JAMES STREET
UPPER JAMES STRE
ALLENBY ROAD
AVENUE
MOHAWK RD. E.
FENNELL AVE. E.
E2
G1
G3
H

FOR ACTION

25(a)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 June 2
COMM FILE: TEC-121-88
DEPT FILE: 3-9.5

SUBJECT:

Mira Realty Ltd., 256 Rosewood Road - Application for Boulevard Parking.

RECOMMENDATION

That the application by Mira Realty Ltd. to lease a portion of the boulevard of Rosewood Road adjacent to no. 256 Rosewood Road be approved, provided that:

(i) That the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is $50.00 per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14.

(ii) The owner pays a one time $25.00 registration fee, as approved by the City Council on 1986 January 14.

(iii) The owner pays a one time $150.00 processing fee, as approved by the City Council on 1988 January 12.

(iv) The owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.

(v) The parking area be constructed and maintained at the owner's expense.

(vi) The owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Murray F. Main

FINANCIAL IMPLICATIONS

Revenue from the leasing of this boulevard would be $50.00 per year.

BACKGROUND

Mira Realty Ltd., 256 Rosewood Road, has applied for permission to lease a portion of the road allowance of Rosewood Road adjacent to this property to park one vehicle.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department, as well as a cheque in the amount of $235.00 which represents the first annual leasing fee ($50.00) and encroachment insurance ($10.00) as well as the one time registration fee ($25.00) and the one time processing fee ($150.00).

cc: Mr. K. A. Rouff, City Solicitor

QUEENSTON ROAD
KING STREET EAST
LAWRENCE ROAD
COCHRANE ROAD
PARKDALE AVENUE SOUTH
CENTRAL AVENUE
LUCERNE AVENUE
CORONATION AVENUE
GLENDEE ROAD
HIXON ROAD
SYLVIA AVE.
SYLVIA CRESCENT
SINCLAIR COURT
T. H. & B. RAILWAY
E/S-319
D/S-131
DE
E-2
H
C

FOR ACTION

25(b)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 June 23
COMM FILE: TEC-122-88
DEPT FILE: 3-9.5

SUBJECT:

East 28th Street adjacent to nos. 667 - 675 Fennell Avenue East - Application for Boulevard Parking.

RECOMMENDATION

That the application by Linrold Enterprises to lease a portion of the boulevard of East 28th Street adjacent to nos. 667 - 675 Fennell Avenue East be approved, provided that:

(i) The the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is $100.00 per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14.

(ii) The owner pays a one time $25.00 registration fee, as approved by the City Council on 1986 January 14.

(iii) The owner pays a one time $150.00 processing fee, as approved by the City Council on 1988 January 12.

(iv) The owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.

(v) The parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.

(vi) The owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Murray F. Main

FINANCIAL IMPLICATIONS

Revenue from the leasing of this boulevard would be $100.00 per year.

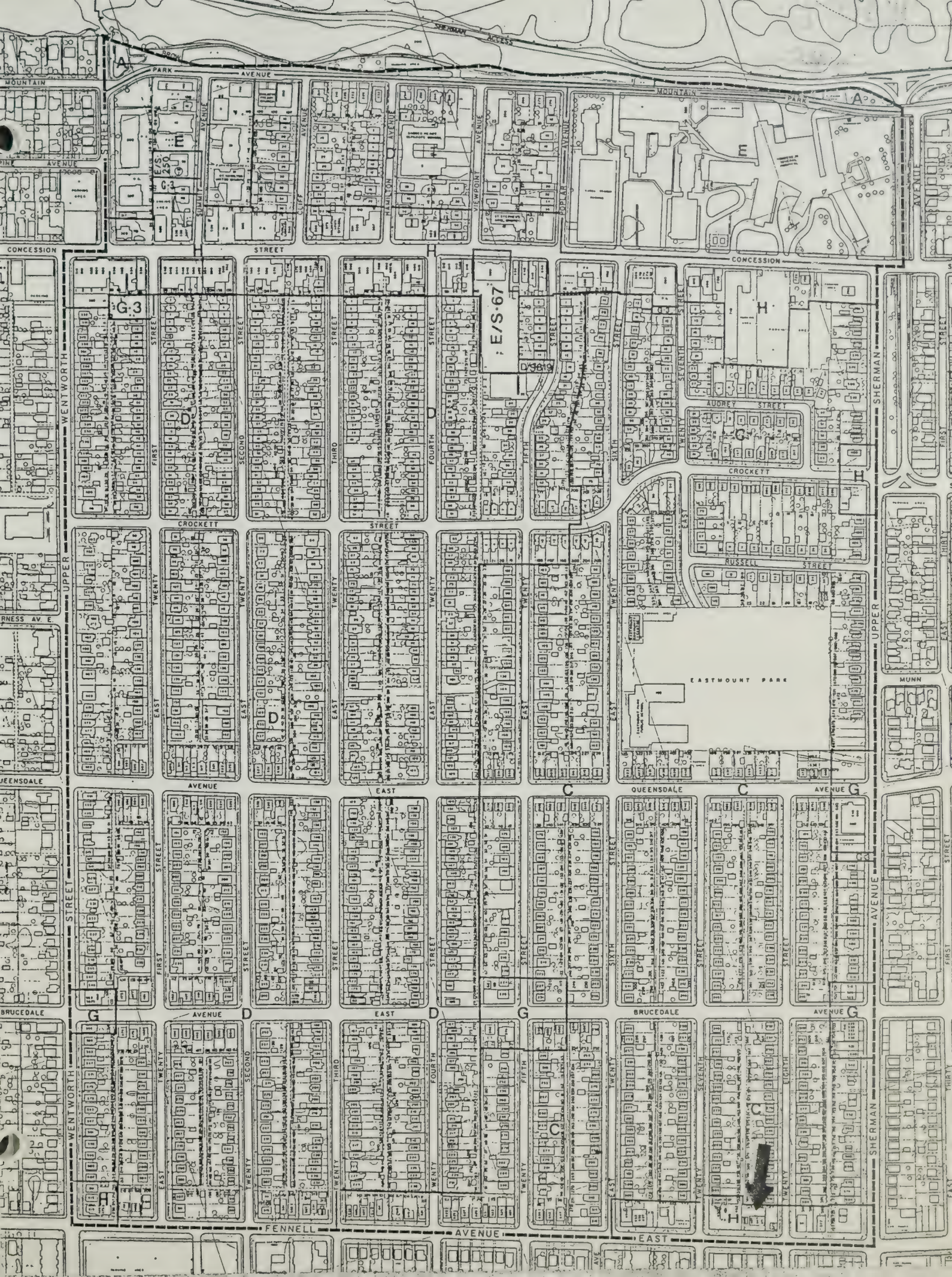
BACKGROUND

Linrold Enterprises, 383 North Shore Boulevard West, Burlington, Ontario, has applied for permission to lease a portion of the road allowance of East 28th Street adjacent to nos. 667 - 675 Fennell Avenue East to park two vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department, as well as a cheque in the amount of $285.00 which represents the first annual leasing fee ($100.00) and encroachment insurance charge ($10.00) as well as the one time registration fee ($25.00) and the one time processing fee ($150.00).

cc: Mr. K. A. Rouff, City Solicitor


SHERMAN ACCESS
PARK AVENUE
MOUNTAIN PARK
CONCESSION
STREET
E/S 250
E/S·67
D3819
EASTMOUNT PARK
WENTWORTH
SHERMAN
UPPER
FIRST
SECOND
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
EIGHTH
TWENTY
EAST
CROCKETT
AUDREY
RUSSELL
MUNN
QUEENSDALE
BRUCEDALE
AVENUE
FENNELL

26(a)

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 June 24
COMM FILE: TEC-124-88
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Franklin Road and East 27th Street - School Traffic Officer.

RECOMMENDATION

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the school traffic officer at the intersection of Franklin Road and East 27th Street be retained on a permanent basis.

Murray F. Main

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

The Regional Police have advised that the present cost of assigning a school traffic office on a full-time basis to any intersection in the City is $5,980.00, and presently, there are sufficient funds available to cover the cost of assigning a school traffic officer to this location for the remainder of 1988.

BACKGROUND

On 1987 November 24, the City Council approved a recommendation of the Transport and Environment Committee:

"(a) That a School Traffic Officer be assigned to assist children crossing at the intersection of Franklin Road and East 27th Street on a temporary basis until June 1988.

(b) That the re-assignment of a School Traffic Officer at this intersection be reviewed prior to the commencement of the 1988 - 1989 School Term."

The Regional Police again studied this location on 1988 May 31 and June 01 with the School Traffic Officer on duty, and have concluded that "with the large number of children and the irregular safe gaps in the morning and evening a guard is required to control the intersection and assure the children consistantly cross in an orderly manner". Therefore, the Regional Police have recommended that the School Traffic Officer be retained at this intersection. The Traffic Department concurs with this recommendation.

FENNELL AVENUE EAST
WENTWORTH STREET
G·I/S 397
0·96 Ac
MACLENNAN AVENUE
G·I
CS752
CS·68
MACKENZIE
UPPER WENTWORTH STREET
VICKERS RD.
0·93 Ac
FRANKLIN ROAD
D/S·432
SITE PLAN CONTROL BY-LAW NO·496 AMENDED BY BY-LAW NO. 84-232
GARDEN CRESCENT
D'ARCY COURT
EAST TWENTY FOURTH STREET
BURKHOLDER DRIVE
INDIAN CRESCENT
SLOAN AVE.
ABBOT DR
GILDEA STREET
SEELEY AVENUE
THOMSON CT
DE·2
G·I

26(b)

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 05
COMM FILE: TEC-126-88
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Kenilworth Avenue South and Central Avenue - Request for a School Traffic Officer.

RECOMMENDATION

(a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer be assigned to the intersection of Kenilworth Avenue South and Central Avenue for the morning and evening crossing periods only; and,

(b) That the Finance Committee be request to recommend a method of financing $1,910.00, to cover the cost of assigning a School Traffic Officer to the intersection of Kenilworth Avenue South and Central Avenue for the remainder of 1988.

Murray F. Main

FINANCIAL IMPLICATIONS

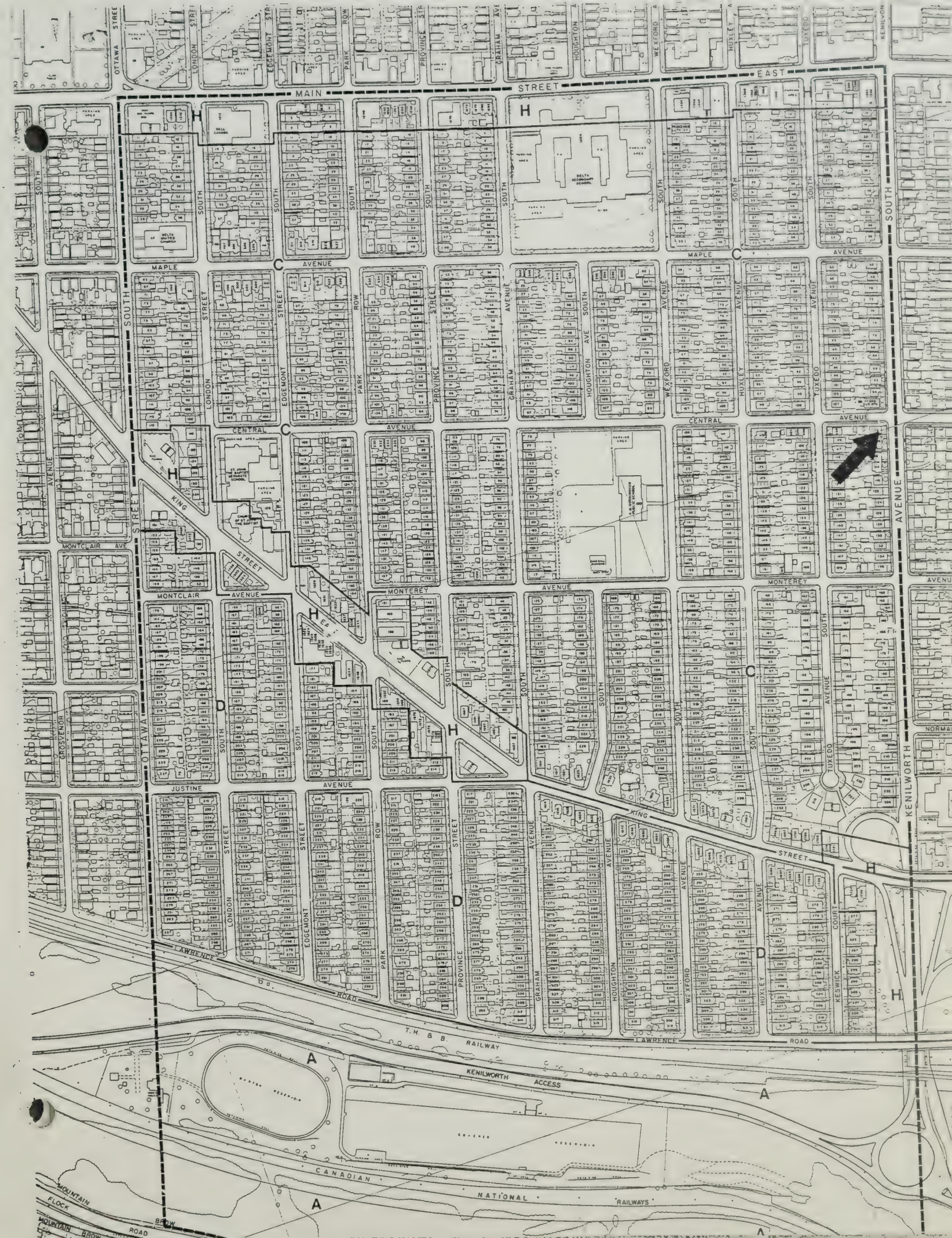
The Regional Police have advised that the cost of assigning a School Traffic Officer for the morning and evening crossing periods for the remainder of 1988 is $1,910.00 and presently, there are no funds budgeted for additional School Traffic Officers.

BACKGROUND

In March 1988, the Traffic Department received a letter from Mr. Chas Boecker, Principal of A. M. Cunningham Public School, requesting that a School Traffic Officer be assigned to the intersection of Kenilworth Avenue South and Central Avenue. Alderman Geraldine Copps has also forwarded a petition containing approximately 276 signatures requesting a School Traffic Officer at this location. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at this location under normal school crossing conditions on 1988 May 17th, and observed that during the morning and evening crossing periods, a large number of young children had problems crossing because of the volume of turning traffic. During the lunch hour crossing period, there were adequate safe gaps in traffic and 11 children crossed the intersection without any problems. Therefore, the Regional Police have recommended that a School Traffic Officer be assigned to the intersection of Kenilworth Avenue South and Central Avenue during the morning and evening crossing periods only.

Traffic Department records indicate that in the past seven years, the inter-section of Kenilworth Avenue South and Central Avenue has averaged 6.3 motor vehicle collisions per year. A typical signalized intersection in Hamilton averages approximately five accidents per year. Therefore, the Traffic Department concurs with the recommendation of the Regional Police Department.


MAIN STREET EAST
MAPLE AVENUE
CENTRAL AVENUE
MONTCLAIR AVENUE
MONTEREY AVENUE
JUSTINE AVENUE
KING STREET
LAWRENCE ROAD
50
T.H. & B. RAILWAY
KENILWORTH ACCESS
CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW ROAD
FLOCK
KENILWORTH AVENUE
OTTAWA STREET
LONDON STREET
EDGEMONT STREET
PARK ROW
PROVINCE STREET
GRAHAM AVENUE
HOUGHTON AVE
WEXFORD AVENUE
HUXLEY AVENUE
TUXEDO AVENUE
KESWICK COURT
GROSVENOR
SOUTH
H
C
D
A

FOR ACTION

26(c)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 05
COMM FILE: TEC-127-88
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Bendamere Avenue and Columbia Drive - Request for a School Traffic Officer.

RECOMMENDATION

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Bendamere Avenue and Columbia Drive at this time.

Murray F. Main

FINANCIAL IMPLICATIONS

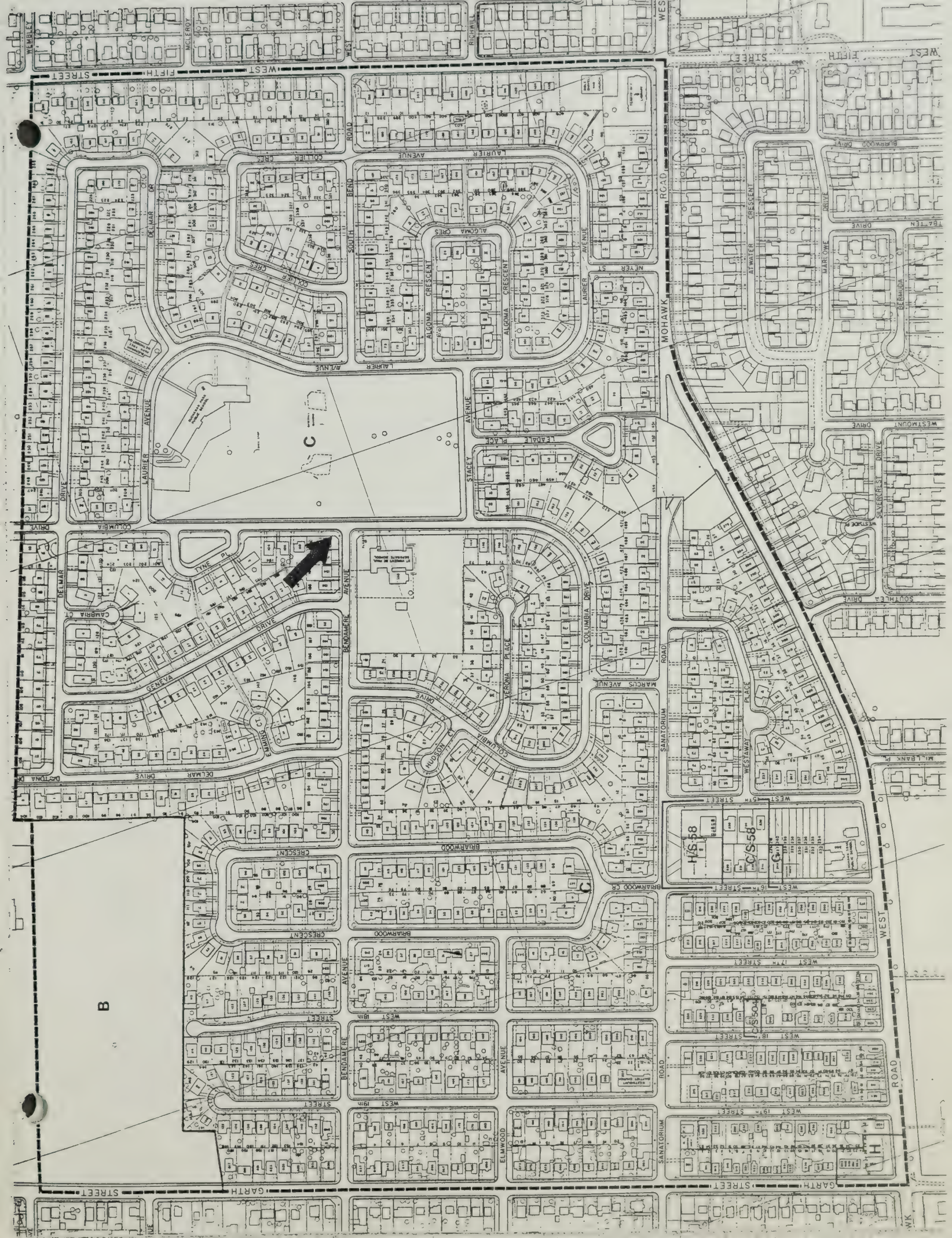
The present cost of assigning a School Traffic Officer on a full-time basis to any intersection in the City is presently $5,980.00, and presently, there are no funds budgeted for additional School Traffic Officers.

BACKGROUND

Alderman D. Ross has advised of a request that a School Traffic Officer be assigned to the intersection of Bendamere Avenue and Columbia Drive. The subject intersection is a "T" type intersection, and presently, there is a three-way stop at this intersection. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police Department conducted studies at this location on 1988 May 17th and 18th, and observed 90 children crossing during the three school crossing periods in the area of Bendamere Avenue and Columbia Drive. The Regional Police have concluded, in part, that "the children who crossed in the crosswalk at the three-way stop crossed very confidently, drivers were aware of the children giving them the right-of-way", and that "There is not a large volume of traffic or children crossing at this intersection". Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to this location at this time.

Traffic Department records indicates that this intersection is operating safely, with only one reported accident at this intersection in at least the last 10 years. This accident occurred when a 6 year old boy crossing Columbia was struck by an eastbound vehicle turning right from Bendamere onto Columbia. The pedestrian was not injured and the driver left the scene. Therefore, the Traffic Department concurs with the recommendation of the Regional Police Department.


WEST FIFTH STREET
WEST FIFTH STREET
MOHAWK ROAD
LAURIER AVENUE
ALGOMA CRESCENT
STACEY AVENUE
LEADALE PLACE
COLUMBIA DRIVE
DELMAR DRIVE
TYNE PL.
GENEVA DRIVE
BENDAMERE AVENUE
VERONA PLACE
HUDSON DRIVE
MARCUS AVENUE
SANATORIUM ROAD
BRIARWOOD CRESCENT
BRIARWOOD CR
WEST 16th STREET
WEST 17th STREET
WEST 18th STREET
WEST 19th STREET
ELMWOOD AVENUE
GARTH STREET
ATWATER CRESCENT
MARLOWE DRIVE
WESTMOUNT DRIVE
SOUTHLEA DRIVE
SILVERKING DRIVE
WESTSIDE PL.
WESTAWAY PLACE
BERNADA DRIVE
BRAMWOOD DRIVE
HS-58
CS-58
C
B
H

FOR ACTION

26(d)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 08
COMM FILE: TEC-133-88
DEPT FILE:

SUBJECT:

Intersection of Nicklaus Drive and Albright Road - Request for a School Traffic Officer.

RECOMMENDATION

(a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer be assigned to Albright Road immediately east of Nicklaus Drive in front of the walkway to Elizabeth Bagshaw School; and

(b) That the Finance Committee be requested to recommend a method of financing $2,628. to cover the cost of assigning a school traffic officer to this location for the remainder of 1988.

Murray F. Main

FINANCIAL IMPLICATIONS

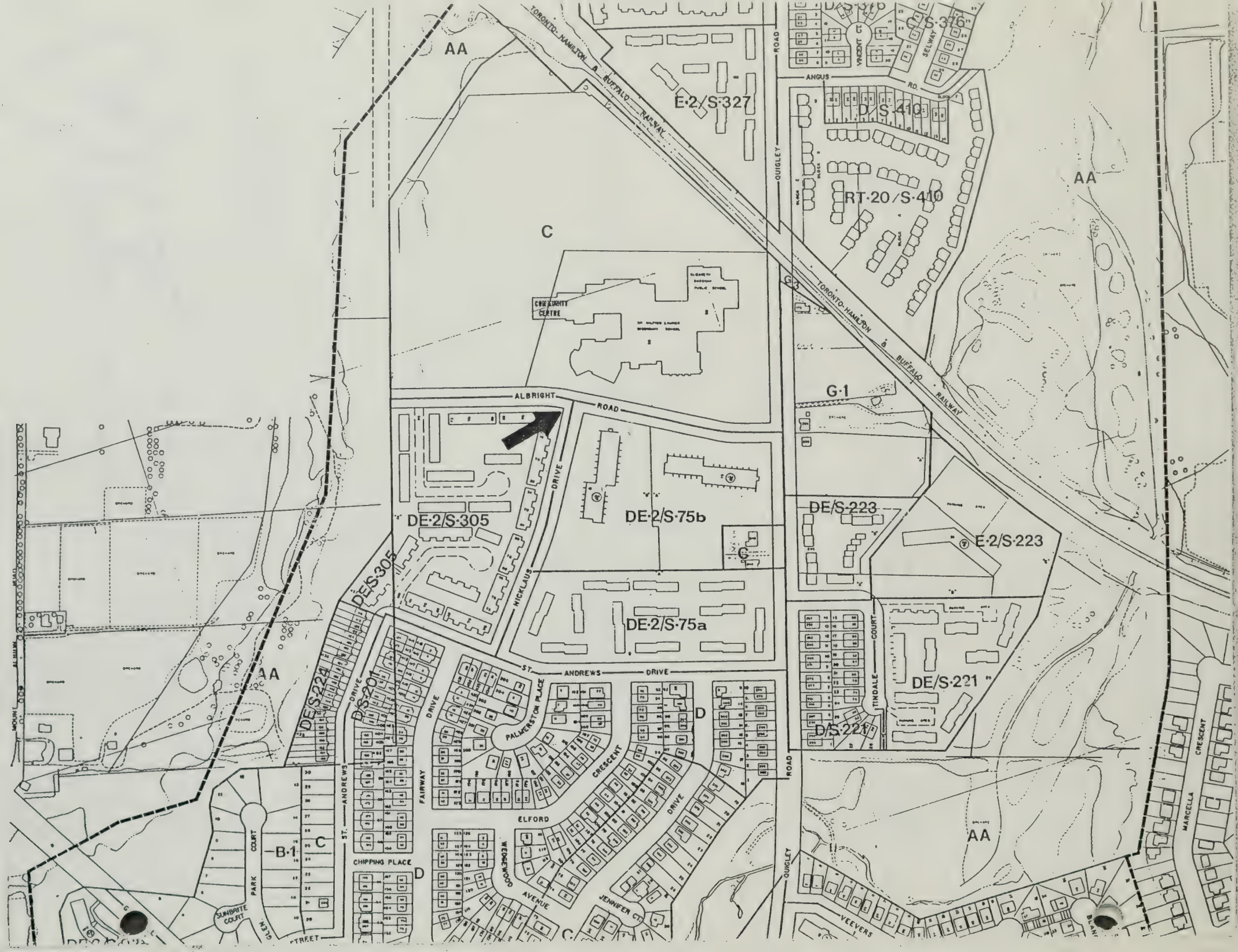
The Regional Police have advised that the assignment of a school traffic officer on a full-time basis to any location in the City is presently $5,980. per year, and presently, there are no funds budgeted for additional school traffic officers.

BACKGROUND

Alderman Dominic Agostino and Aldermen Reg Wheeler recently requested that an investigation be made into the need for a school traffic officer at the intersection of Nicklaus Drive and Albright Road. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at this location on 1988 June 07, and concluded that "this is an extremely busy intersection with a large number of children crossing". Therefore, the Regional Police have recommended that a school traffic officer be assigned to Albright Road immediately east of Nicklaus Drive in front of the walkway to Elizabeth Bagshaw School.

Traffic Department records indicate that there has been only one motor vehicle collision reported at the intersection in at least the last 7 years, and this collision did not involve a pedestrian. However, the Traffic Department concurs with the recommendation of the Regional Police Department.


AA
TORONTO-HAMILTON & BUFFALO RAILWAY
E-2/S-327
C
ALBRIGHT ROAD
DE-2/S-305
DE-2/S-75b
DE-2/S-75a
DE/S-305
DE/S-224
DS-201
ST. ANDREWS DRIVE
PALMERSTON PLACE
CRESCENT
FAIRWAY DRIVE
ELFORD AVENUE
CHIPPING PLACE
PARK COURT
SUNBRITE COURT
GLEN STREET
B-1
D
C
QUIGLEY ROAD
C-S-376
D/S-410
RT-20/S-410
G-3
G-1
DE/S-223
E-2/S-223
DE/S-221
DS-221
TINDALE COURT
JENNIFER CT.
VEEVERS
MARCELLA CRESCENT

27(a)

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 11
COMM FILE: TEC-119-88
DEPT FILE: 3-9.2

SUBJECT:

Duke Street between Hess Street South and Queen Street South - Parking Regulations.

RECOMMENDATION

a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the south side of Duke Street between Hess Street South and Queen Street South; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each parking permit will offset the cost to some degree.

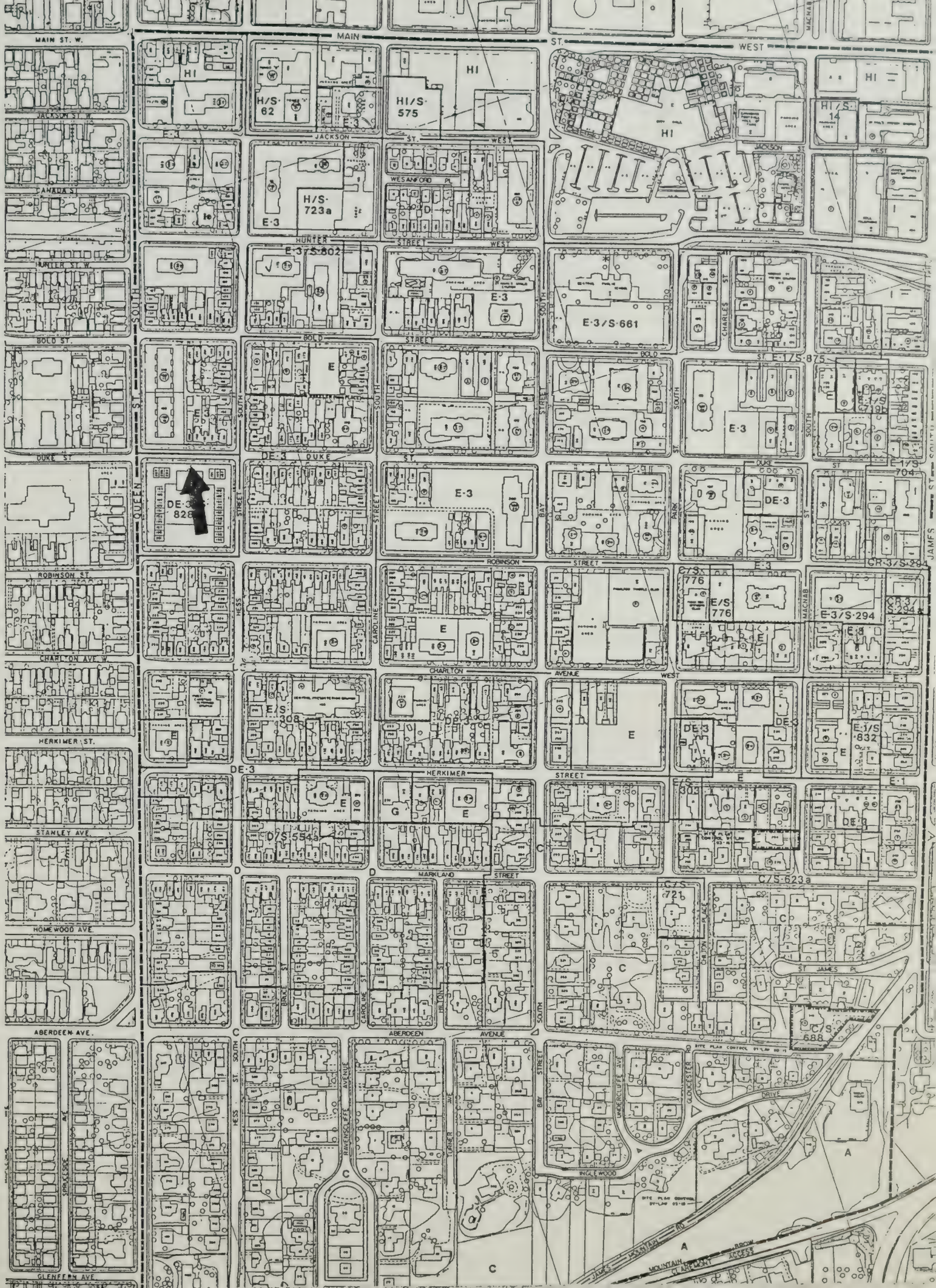
BACKGROUND

The Traffic Department has received a petition from residents of Duke Street between Queen Street South and Hess Street South, requesting that a "Two Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m. Monday to Friday" regulation be implemented on the street. Presently, there is unrestricted free parking on Duke Street in this block.

The petition is signed by three representatives from the six homes on the north side, and by three representatives of the six townhouses and by eleven representatives of the 21 condominium units on the south side of Duke in this block. Therefore, in total the petition is signed by 17 representatives from 33 residential properties fronting on the street.

The implementation of the proposed regulation would eliminate long-term parking by non-residents. Residents of one, two or three family dwellings in the area would be entitled to purchase permits to exempt their vehicles from the signed time limit. Residents of the townhouses and condominiums on the south side of the street would not be entitled to permits since they have off-street parking provided. However, the resident who circulated the petition resides in the condominium and has indicated that these residents do not wish to purchase permits since they have off-street parking provided but that the request is to merely increase the availability of parking for visitors.

The petition is signed by representatives of 52% of the residences fronting on the street. The resident who circulated the petition has advised that since the petition is signed by only a slim majority, she would not object to the implementation of the regulation on only the south side of the street. The residents could later petition to sign the north side if conditions do not improve. Therefore, the Traffic Department concurs with this request.


MAIN ST. W.
MAIN ST. WEST
JACKSON ST. W.
JACKSON ST. WEST
CANADA ST.
HUNTER ST. W.
HUNTER STREET WEST
BOLD ST.
BOLD STREET
DUKE ST.
DUKE STREET
ROBINSON ST.
ROBINSON STREET
CHARLTON AVE. W.
CHARLTON AVENUE WEST
HERKIMER ST.
HERKIMER STREET
STANLEY AVE.
MARKLAND STREET
HOMEWOOD AVE.
ABERDEEN AVE.
ABERDEEN AVENUE
GLENEDEN AVE.
QUEEN ST. SOUTH
HESS ST. SOUTH
CAROLINE ST. SOUTH
BRUCE ST.
HILTON
BAY STREET SOUTH
JAMES ST. SOUTH
MACNAB
CHARLES ST.
WESANFORD PL.
RAVENSCLIFFE AVENUE
SPRINGSIDE
UNDERCLIFFE AVE.
GLOUCESTER
INGLEWOOD
ST. JAMES PL.
CARLTON PLACE
JAMES MOUNTAIN RD
MOUNTAIN BROW ACCESS
HI
H/S 62
HI/S 575
H/S 723a
HI/S 14
E-3
E-3/S-802
E-3/S-661
E-1/S-875
E-1/S 719b
E-1/S 704
DE-3 828
DE-3
E-3/S-294
E/S 776
C/S 776
E/S 308
D/S 554a
C/S 623a
C/S 721b
C/S 688
E-1/S 832
SITE PLAN CONTROL BYLAW 80-19

27(b)

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 07
COMM FILE: TEC-128-88
DEPT FILE:

SUBJECT:
West side of the westerly branch of Birch Avenue, south of Barton Street East - Parking Regulations.

RECOMMENDATION
(a) That unrestricted parking be permitted on the west side of the westerly branch of Birch Avenue from a point 290 feet south of Barton Street East to the southerly end of the street; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of removing the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" signs in this area.

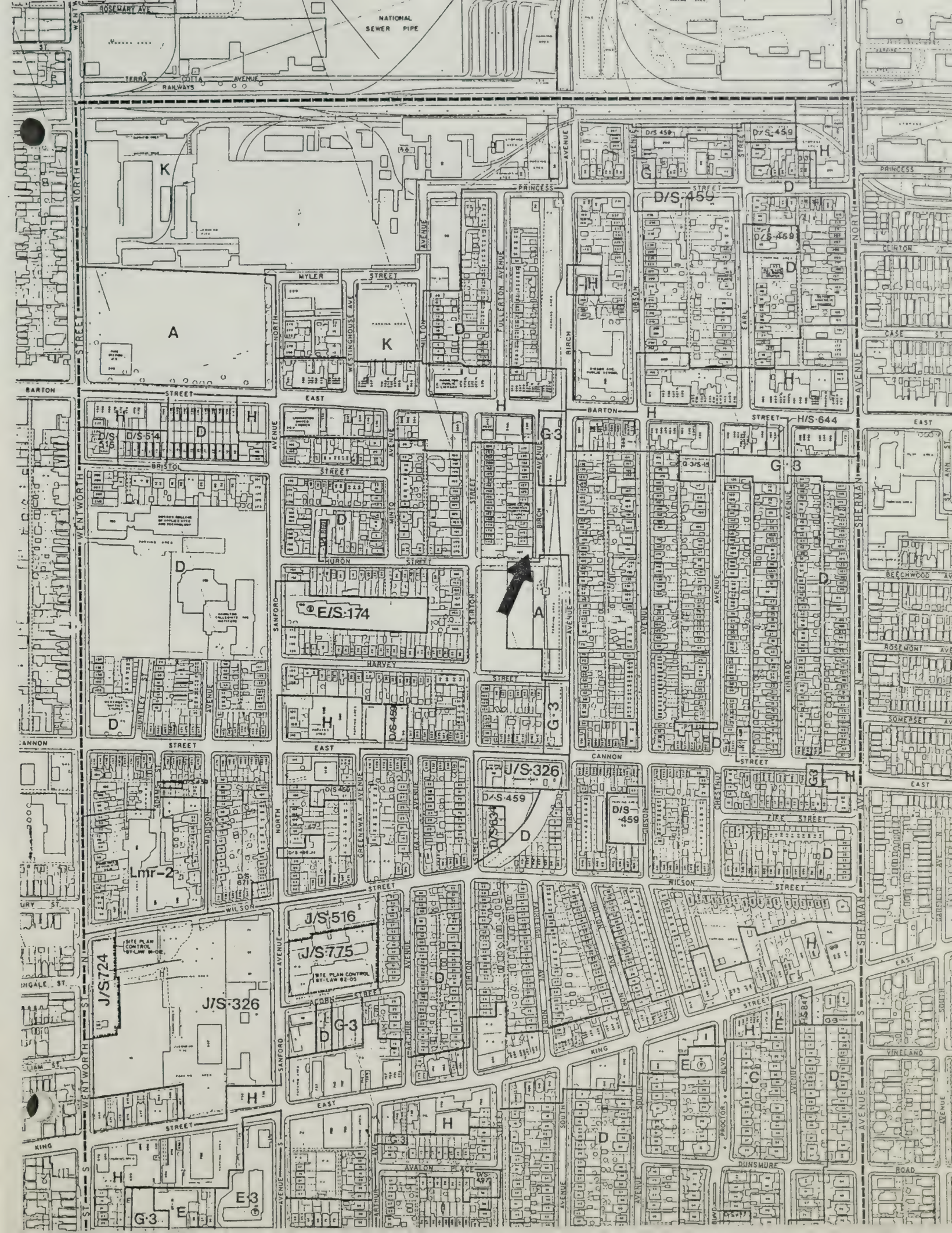
BACKGROUND
Alderman Pat Valeriano has forwarded to the Traffic Department a copy of a petition signed by representatives of 7 of 11 residential properties abutting the west side of the westerly branch of Birch Avenue between Barton and southerly end, requesting that unrestricted parking be permitted on the west side of this section of the street.

Presently, there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of this section of Birch and parking is prohibited at all times on the east side. The part-time parking prohibition was implemented many years ago, and the Traffic Department no longer has any record of exactly when or why the regulation was

implemented. However, at the time that the prohibition was implemented, this was a through street which has subsequently been closed at the south end to become a cul-de-sac.

After reviewing conditions on the street, the Traffic Department would not object to allowing parking on the west side at all times between the southerly end of the street and a point opposite the driveway to the Hamilton Parking Authority lot on the east side. However, this section of Birch has only a 24 foot pavement width, and therefore, it is desirable to retain the portion of the part-time parking prohibition between Barton Street and the Hamilton Parking Authority driveway during normal business hours in order to facilitate traffic movement for motorists attempting to enter and exit the parking lot. Allowing parking on the entire west side of the street would likely result in traffic congestion in the northerly half of the block.

Alderman Valeriano has advised that he supports the recommendation to restore parking during the day in the southerly half of the block.


ROSEMARY AVE
NATIONAL SEWER PIPE
TERRA COTTA AVENUE
RAILWAYS
WENTWORTH NORTH
PRINCESS
MYLER
STREET
AVENUE
FULLERTON AVENUE
WESTINGHOUSE AVE
WILTON
BIRCH
GIBSON
EARL
CLINTON
CASE ST
BARTON
EAST
BRISTOL
HURON
HARVEY
CANNON
WILSON
ACORN
KING
AVALON PLACE
DUNSMURE
ROAD
SHERMAN
BEECHWOOD
ROSEMONT
SOMERSET
VINELAND
PROCTOR BLVD
SANFORD
STIRTON
GREENAWAY
MADISON
HAYES
CRESTHILL
PIPE
D/S-459
D/S-514
D/S-634
E/S-174
J/S-326
J/S-516
J/S-775
J/S-724
H/S-644
Lmr-2
G-3
SITE PLAN CONTROL BY-LAW 81-06
SITE PLAN CONTROL BY-LAW 82-05

FOR ACTION

27(c)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 08
COMM FILE: TEC-129-88
DEPT FILE: 3-9.2

SUBJECT:

East 34th Street between Concession Street and Crockett Street - Parking Regulations.

RECOMMENDATION

a) That, in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit" regulation be implemented on both sides of East 34th Street between Concession Street and Crockett Street; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

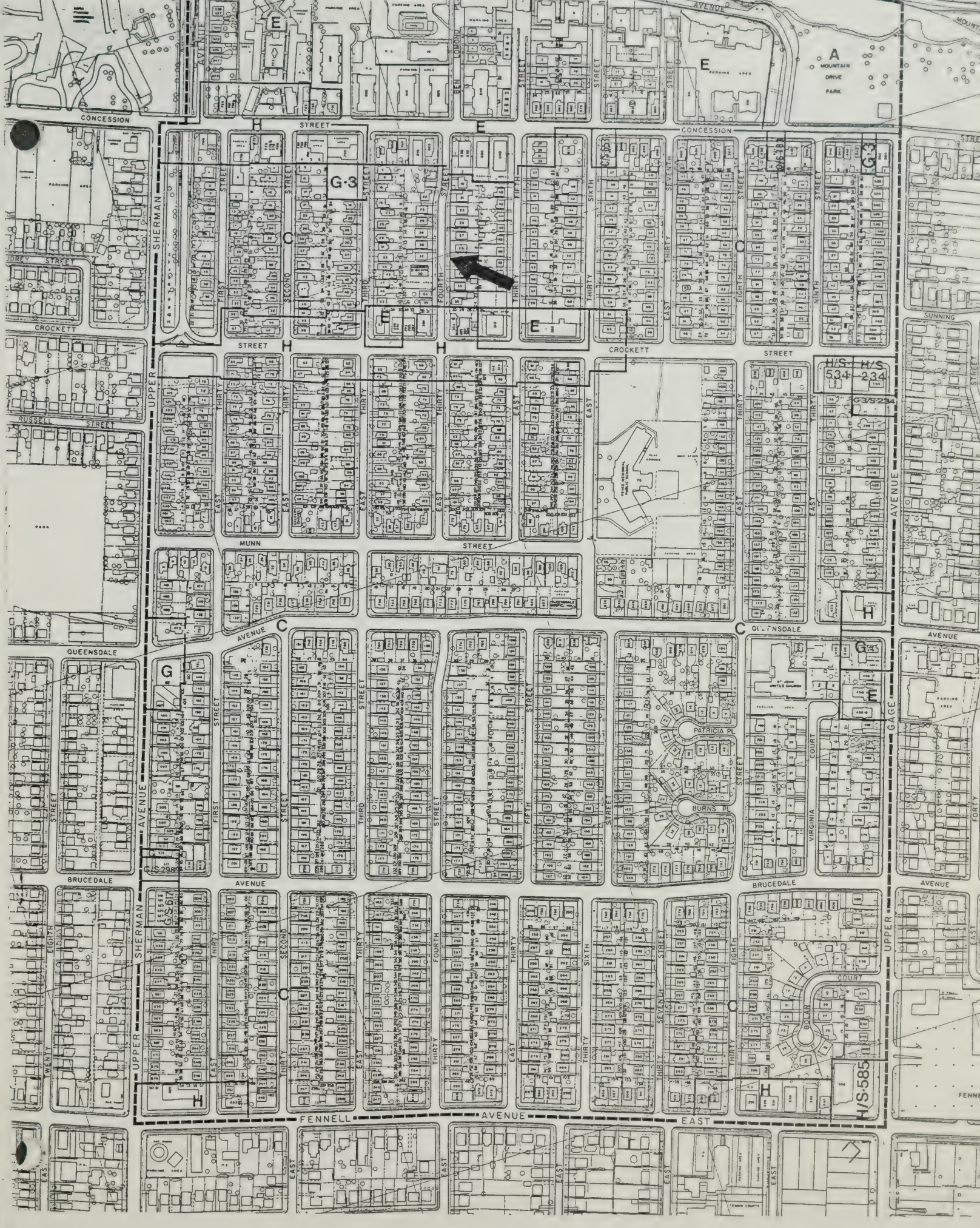
FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND

The Traffic Department has received a petition signed by representatives of 12 of the 23 one, two and three family dwellings on East 34th in the block between Concession Street and Crockett Street, requesting that a "One Hour Parking Time Limit" regulation be implemented on the street, because of long-term parking by staff from Henderson Hospital. Presently, there is an "Alternate Side Parking" regulation on the street in this area.

The implementation of the proposed regulation would eliminate long-term parking by non-residents. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since 52% of the abutting residents have signed the petition, the Traffic Department concurs with the request.


CONCESSION
STREET
AVENUE
SHERMAN
UPPER
CROCKETT
RUSSELL
QUEENSDALE
MUNN
BRUCEDALE
FENNELL
AVENUE EAST
MOUNTAIN DRIVE PARK
PATRICIA PL
BURNS PL
COURT
VIRGINIA
GAGE
SUNNING
G-3
H/S 534-234
H/S-585
GS-298
GS-617

FOR ACTION

27(d)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 11
COMM FILE: TEC-130-88
DEPT FILE: 3-9.2

SUBJECT:

Golfwood Drive between Guildwood Drive and Greencedar Drive - Parking Regulations.

RECOMMENDATION

a) That an "Alternate Side Parking" regulation be implemented on Golfwood Drive between Guildwood Drive and Greencedar Drive such that parking is prohibited

   - on the east and south sides of the street during the months of December, January, February and March and from the first to the 15th of April, May, June, July, August, September, October and November; and

   - on the west and north sides of the Street from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS

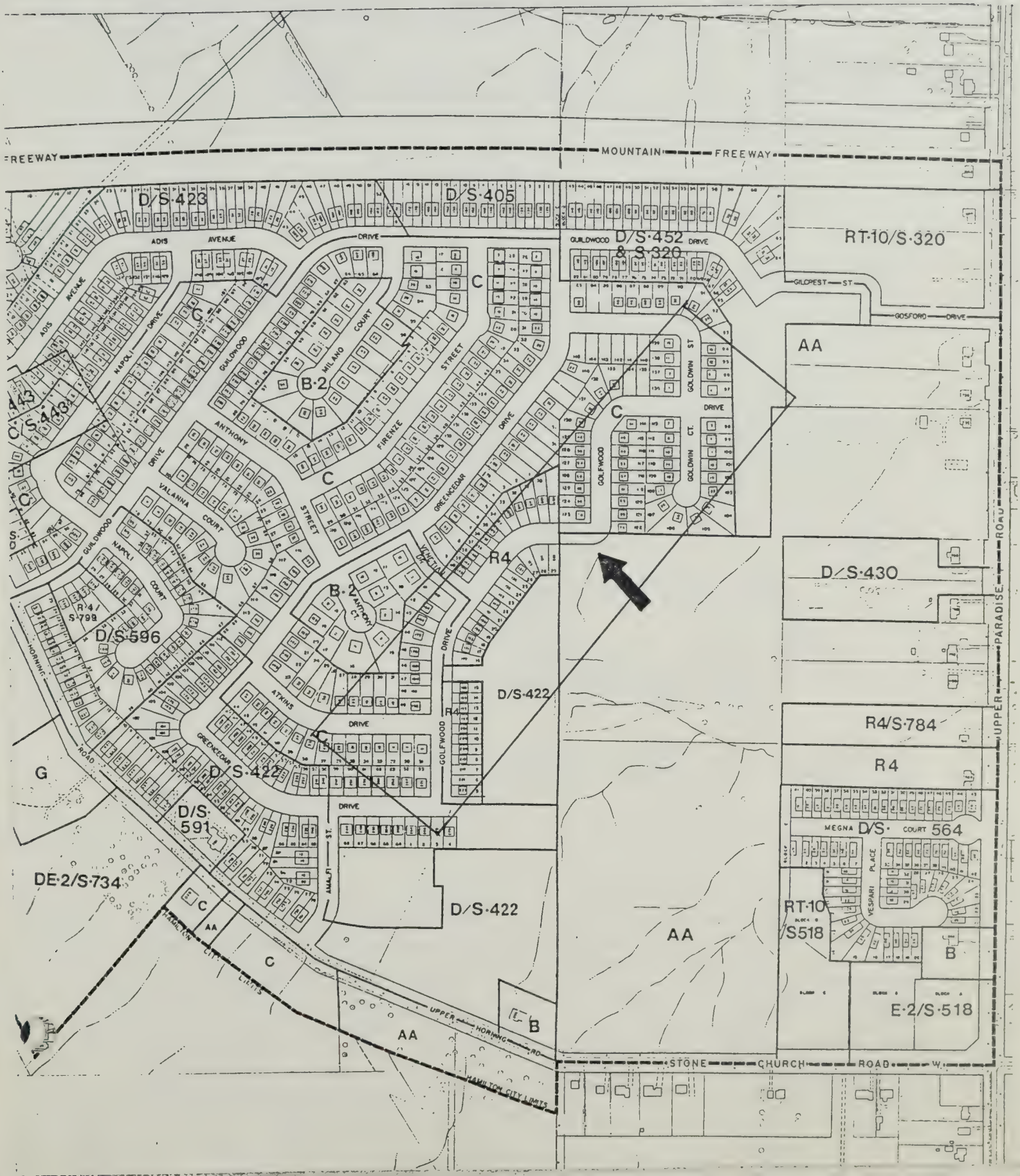
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND

The Traffic Department has received a petition signed by representatives of 51 of 68 residential properties abutting Golfwood Drive in the blocks between Guildwood Drive and Greencedar Drive, requesting that an "Alternate Side Parking" regulation be implemented on the street. This section of Golfwood Drive has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street, except for the section directly in front of Parc Shawinigan Park which is signed "No Parking".

The Traffic Department supports the principle of removing parking from one side of a narrow street such as this to facilitate the movement of traffic and driveway movements. Therefore, since 75% of the abutting residents have indicated their support of the proposed "Alternate Side Parking" regulation, the Traffic Department concurs with this request.

All the residential properties on the street have off-street parking provided. Therefore, the number of on-street parking spaces need not be a factor in selecting the side on which the winter parking prohibition should be implemented. However, because of the turn in the roadway immediately east of Venetian Drive, it would be appropriate to prohibit parking on the east and south sides of the street during the winter months in order to improve visibility at this turn in the roadway for part of the year.


MOUNTAIN FREEWAY
D/S-423
D/S-405
D/S-452 & S-320
RT-10/S-320
GILCREST ST
GOSFORD DRIVE
AA
D/S-430
R4
R4/S-784
R4
D/S-422
D/S-596
D/S-591
D/S-422
D/S-422
DE-2/S-734
RT-10 S518
E-2/S-518
B-2
C
AA
B
G
STONE CHURCH ROAD W.
UPPER HORNING RD
HAMILTON CITY LIMITS
UPPER PARADISE ROAD
MEGNA COURT
VESPARI PLACE
GOLDWIN ST
GOLDWIN CT.
GOLFWOOD
GREENCEDAR
ATKINS
ANTHONY
VALANNA COURT
FIRENZE
MILANO COURT
GUILDWOOD
NAPOLI
ADIS AVENUE

FOR ACTION

27(c)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 11
COMM FILE: TEC-134-88
DEPT FILE: 3-9.2

SUBJECT:

Cambridge Avenue between Kenilworth Avenue North and Frederick Street - Parking Regulations.

RECOMMENDATION

(a) That unrestricted parking be permitted on the south side and a full-time parking prohibition be implemented on the north side of Cambridge Avenue between Kenilworth Avenue North and Frederick Street, in place of the existing "Alternate Side Parking" regulation; and

(b) That the two one-hour parking meters on the north side of Cambridge Avenue and west of Kenilworth Avenue be relocated to the south side.

(c) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

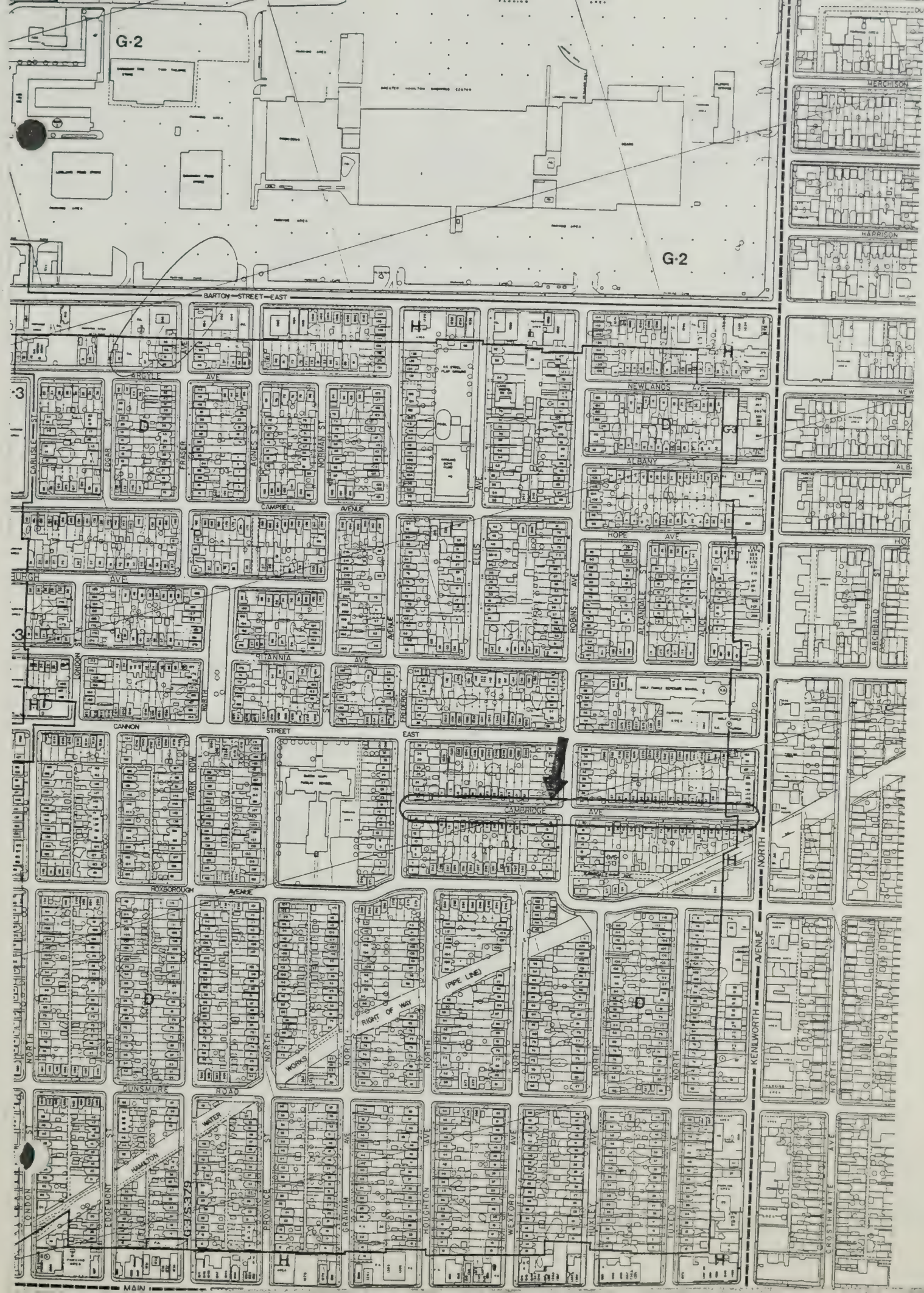
FINANCIAL IMPLICATIONS

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND

Alderman Dave Christopherson has advised that he has surveyed the residents of Cambridge Avenue in the two block section between Kenilworth and Frederick to determine whether or not a majority would agree to rescinding the existing "Alternate Side Parking" regulation and replacing it with a full-time parking prohibition on the north side and unrestricted parking on the south side in order to maximize the number of available on-street parking spaces. Presently, there is an "Alternate Side Parking" regulation on this section of Cambridge such that parking is prohibited during the winter months on the south side of the street. Also, there are two metered parking spaces on the north side of Cambridge immediately west of Kenilworth adjacent to the commercial flankage.

The Traffic Department has reviewed the request and determine that there are in fact several more parking spaces available on the south side of the street in these two blocks. Therefore, since Alderman Christopherson has advised that a majority of the residents are in agreement to changing the regulations, the Traffic Department concurs with this request. The two one-hour parking meters would also be relocated to the south side of the street adjacent to the commercial flankage in order to facilitate traffic movement on the street.


G-2
G-2
BARTON STREET EAST
ARGYLE AVE
CARLISLE ST
EDGAR ST
FRASER AVE
AGNES ST
NORMAN ST
CAMPBELL AVENUE
NEWLANDS AVE
ALBANY AVE
HOPE AVE
ELLIS AVE
ROBINS AVE
ALEXANDALE ST
ALICE ST
ARCHIBALD ST
BRITANNIA AVE
LONDON NORTH
CANNON STREET EAST
FREDERICK ST N
PARK ROW
ROXBOROUGH AVENUE
CAMBRIDGE AVE
KENILWORTH AVENUE NORTH
RIGHT OF WAY
(PIPE LINE)
WORKS
DUNSMURE ROAD
WATER
HAMILTON
EDGEMONT ST
LONDON ST
PROVINCE ST
GRAHAM AVE
HOUGHTON AVE
WEXFORD AVE
OXFORD AVE
OAKLEY AVE
CROSTHWAITE AVE
MERCHISON
HARRISON
MAIN
G3/S329

27(f)

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 11
COMM FILE: TEC-135-88
DEPT FILE: 3-9.2

SUBJECT:

Burton Street between Emerald Street and Victoria Avenue - Parking Regulations.

RECOMMENDATION

(a) That a "One Hour Parking Time Limit, Monday to Saturday" regulation be implemented on Burton Street between Emerald Street and Victoria Avenue in combination with the existing "Alternate Side Parking" regulation; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

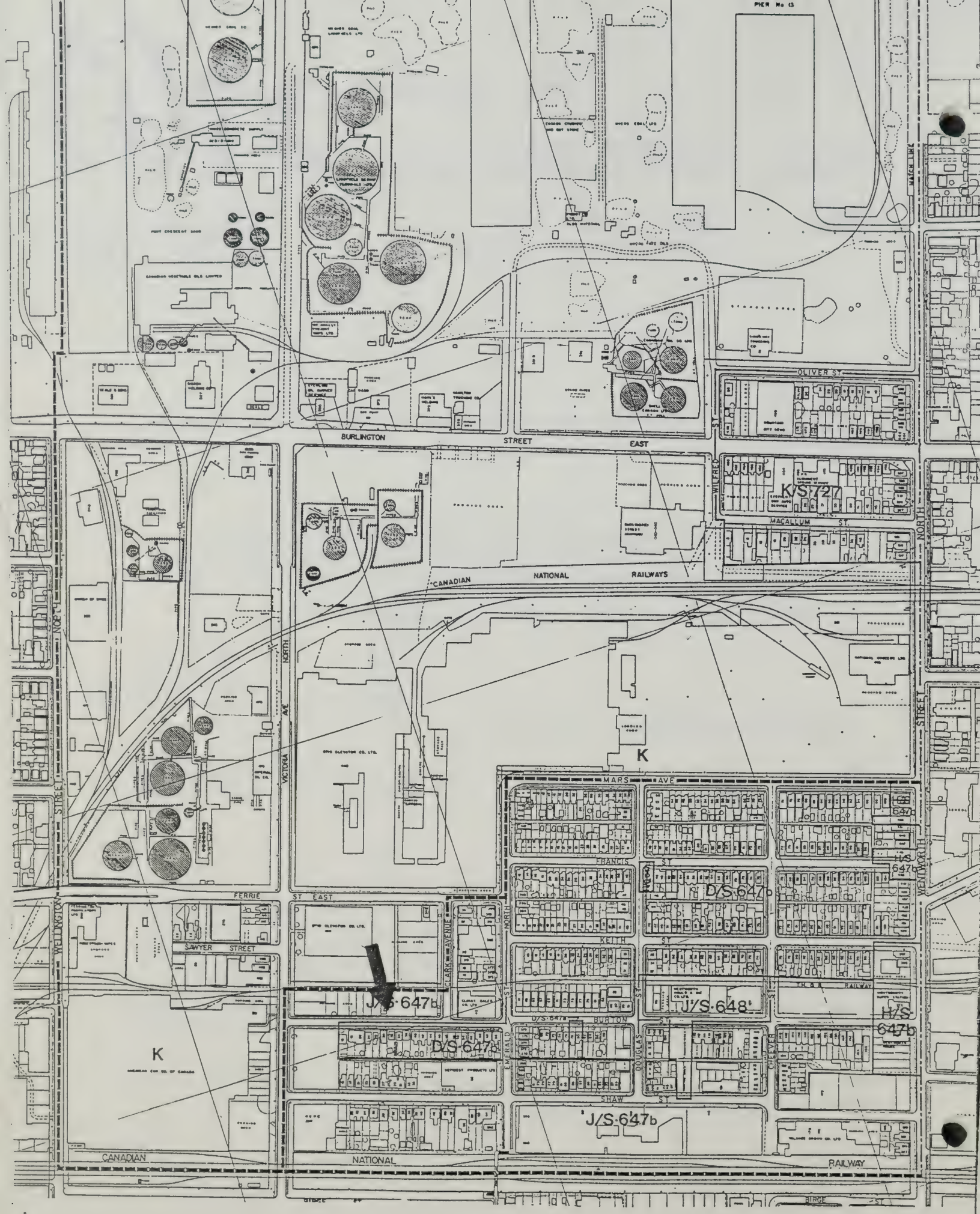
FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND

Alderman Brian Hinkley has forwarded to the Traffic Department a copy of a petition signed by representatives of 16 of the 22 residential properties abutting Burton Street in the block between Emerald and Victoria, requesting that the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be replaced with a one hour parking time limit to be in effect 24 hours a day, Monday to Saturday. This regulation would be implemented in conjunction with the existing "Alternate Side Parking" regulation on the street.

Since the petition is signed by representatives of approximately 73% of the abutting homes, the Traffic Department concurs with this request.


PIER No 13
OLIVER ST.
BURLINGTON STREET EAST
K/S 727
MACALLUM ST.
CANADIAN NATIONAL RAILWAYS
K
MARS AVE
FRANCIS ST
D/S 647b
KEITH ST
J/S 647b
J/S 648
H/S 647b
D/S 647b
BURTON ST
SHAW ST
J/S 647b
FERRIE ST EAST
SAWYER STREET
CANADIAN NATIONAL RAILWAY
BIRGE ST

FOR ACTION

27(9)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 11
COMM FILE: TEC-138-88
DEPT FILE: 3-9.2

SUBJECT:

East side of St. Andrews Drive between the north leg of St. Andrews Drive and Jennifer Court - Parking Regulations.

RECOMMENDATION

a) That "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of St. Andrews Drive between the north leg of St. Andrews Drive and Jennifer Court; and

b) The City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS

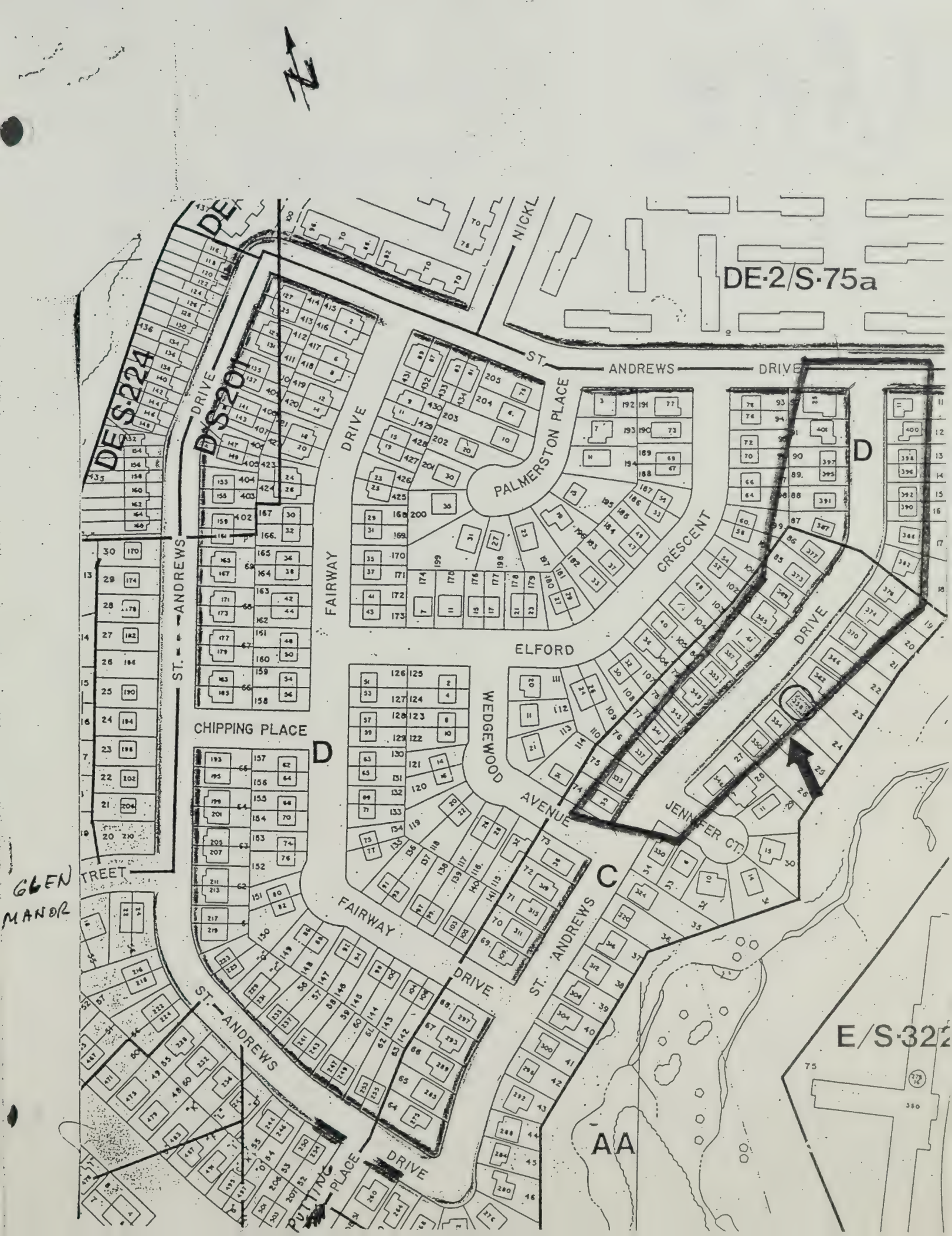
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each parking permit will offset the cost to some degree.

BACKGROUND

The Traffic Department has received a petition signed by representatives of 21 of the 36 one, two and three family dwellings on St. Andrews Drive in the block between the north leg of St. Andrews Drive and Jennifer Court, requesting that

a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the street, because of long-term parking by residents of a townhouse development in the area. Presently, there is unrestricted free parking on the east side and parking is prohibited on the west side of St. Andrews Drive in this block.

The implementation of the proposed regulation would eliminate long-term parking by non-residents. Area residents of one, two and three family dwellings would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since 58% of the abutting residents have signed the petition, the Traffic Department concurs with the request.


DE-2/S-75a
DE-S-224
D/S-201
ST. ANDREWS DRIVE
PALMERSTON PLACE
CRESCENT
FAIRWAY DRIVE
ELFORD
WEDGEWOOD AVENUE
JENNIFER CT.
CHIPPING PLACE
D
C
AA
ST. ANDREWS STREET
GLEN MANOR
PUTTING PLACE
E/S-322

27(1)

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 11
COMM FILE: TEC-141-88
DEPT FILE: 3-9.2

SUBJECT:

West side of Sanford Avenue North, south of Myler Street - Parking Regulations.

RECOMMENDATION

(a) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Sanford Avenue North between Myler Street and a point 125 feet southerly therefrom be rescinded to allow unrestricted parking in this area; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

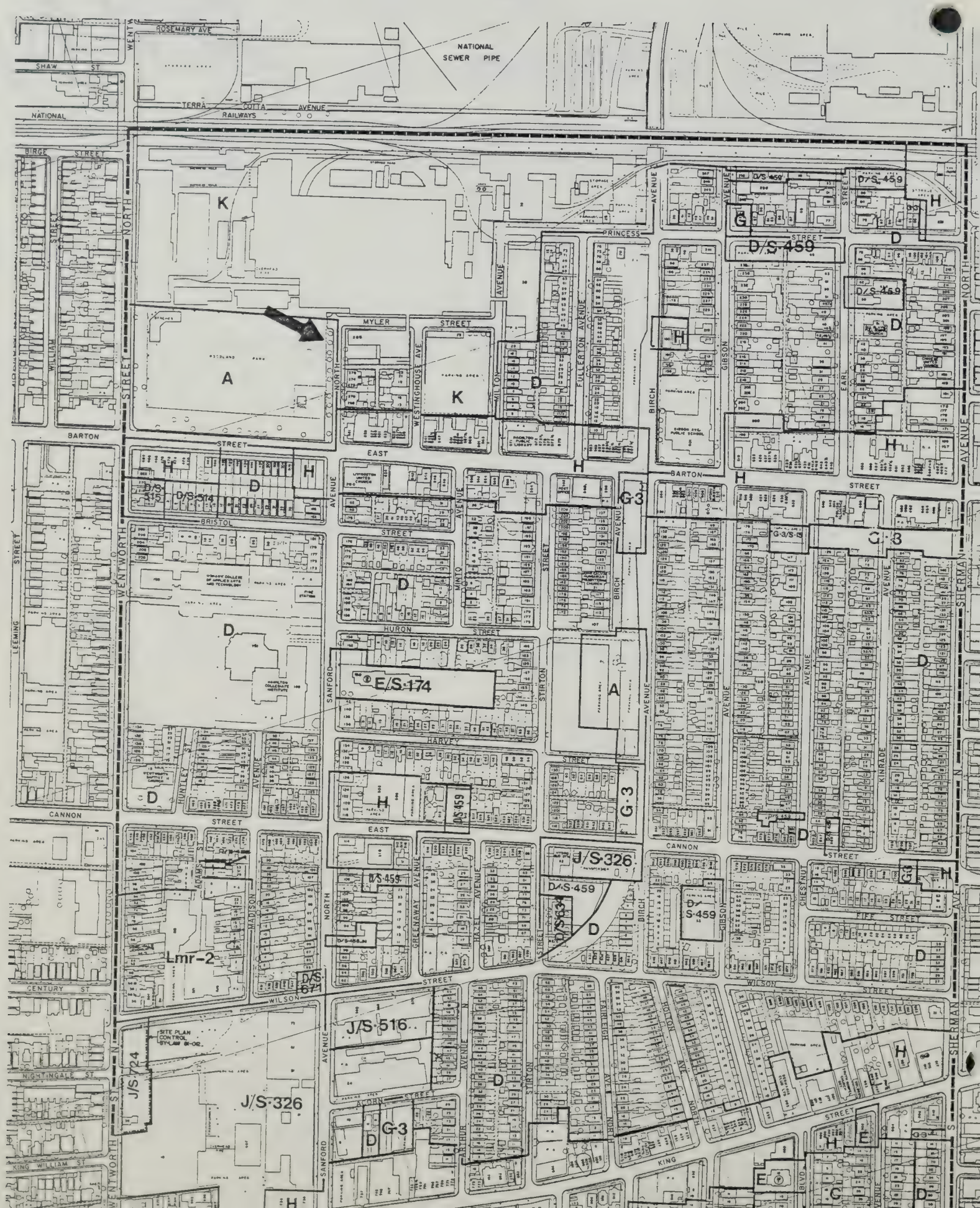
FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)* Murray F. Main

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of removing the "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" signs in this area.

BACKGROUND

Galwan Canada Limited recently purchased the industrial/office building at the south-east corner of Sanford and Myler. A company representative has written to the Traffic Department requesting that an investigation be made into the possibility of providing additional on-street parking space in the area.

An investigation has revealed that parking is presently prohibited between the hours of 7:00 a.m. and 6:00 p.m., Monday to Saturday on the west side of Sanford, south of Myler. This regulation was implemented in 1970 to facilitate truck movements associated with deliveries to this building. However, the company representative has assured us that these truck movements are no longer occurring, and therefore, the Traffic Department recommends that the part-time parking prohibition be removed in order to restore five or six additional on-street parking spaces in this area.


ROSEMARY AVE
SHAW ST
NATIONAL
SEWER PIPE
TERRA COTTA AVENUE
RAILWAYS
NATIONAL
BIRGE STREET
WILLIAM STREET
NORTH WENTWORTH STREET
PRINCESS STREET
D/S-459
MYLER STREET
WESTINGHOUSE AVE
FULLERTON AVENUE
GIBSON AVENUE
BARTON STREET EAST
BARTON STREET
D/S-315
D/S-314
BRISTOL STREET
LEEMING STREET
MINTO AVENUE
HURON STREET
E/S-174
SANFORD AVENUE
STIRTON AVENUE
BIRCH AVENUE
KINRADE AVENUE
SHERMAN AVENUE
HARVEY STREET
CANNON STREET
CANNON STREET EAST
HUNTER ST
GREENAWAY AVENUE
HALE AVENUE
J/S-326
D/S-634
MESTNU AVENUE
FIFE STREET
ADAMS ST
MADISON AVENUE
Lmr-2
D/S-67
CENTURY ST
WILSON STREET
J/S-516
SITE PLAN CONTROL BY-LAW 81-02
J/S-724
NIGHTINGALE ST
J/S-326
ACORN STREET
FAIRLEIGH AVENUE
HOLTON AVE
KING WILLIAM ST
KING
BLVD

FOR ACTION

28(a)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 11
COMM FILE: TEC-139-88
DEPT FILE: 3-10.9

SUBJECT:

Apartment Building at No. 178 MacNab Street South - Application for Time Limit Exemption Permit.

RECOMMENDATION

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permits to each of the first two applicants residing in the apartment building at No. 178 MacNab Street South.

Murray F. Main

FINANCIAL IMPLICATIONS

The sale of each parking permit will generate a revenue of $2.00 per month.

BACKGROUND

The Traffic Department has received a request from a resident from the apartment building at No. 178 MacNab Street South, that time limit exemption permits be issued to residents of this building. The apartment building is located on the west side of MacNab Street South between Robinson Street and Duke Street, and the applicant had indicated that he wishes to park his vehicle beyond the parking time limits on streets in the vicinity of the apartment building.

Investigations reveal that there are five dwelling units in the subject apartment building, and that there are two off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

Periodic observations reveal that the street is generally heavily parked during the day. However, it appears that the parking is non-residential, short-term parking since there has been very little demand for time limit exemption permits by area residents. Thus, the issuance of time limit exemption permits to residents of this building should not create any parking problems for any other area residents.

The zoning By-law requires that a minimum of four off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of two off-street parking spaces in accordance with the current zoning By-law requirements. However, it would be appropriate to issue a maximum of two parking permits to the residents of this building on a first come first served basis.


MAIN ST W.
MAIN ST. WEST
HI
HI/S-62
HI/S 575
HI/S-14
JACKSON ST. WEST
E-3
HI/S 723a
D
HUNTER STREET WEST
HUNTER ST W.
SOUTH
E-3/S-661
BOLD ST.
BOLD STREET
E
E-3
DE-3
DUKE ST.
DUKE STREET
QUEEN
CAROLINE
BAY
PARK
JAMES ST SOUTH
YOUNG ST.
ROBINSON ST.
ROBINSON STREET
E-3/S294
FOREST AVE.
CHARLTON AVE W.
CHARLTON AVENUE WEST
HESS
MACNAB
CHARLTON ST. EAST
HERKIMER ST.
HERKIMER STREET
E-1
ST. JOSEPH DRIVE
MARKLAND STREET
C/S-721
C
ST JAMES PL
G/S 688
ABERDEEN AVENUE
SITE PLAN CONTROL BY-LAW 80-005
GLOUCESTER
RAVENSCLIFFE AVE
INGLEWOOD
DRIVE
A
BULL'S LANE
FREEMAN

28(b)

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 11
COMM FILE: TEC-140-88
DEPT FILE: 3-10.9

SUBJECT:

Apartment Building at 76 Aikman Avenue - Application for Time Limit Exemption Permit.

RECOMMENDATION

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first 6 applicants residing in the apartment building at No 76 Aikman Avenue.

Murray F. Main

FINANCIAL IMPLICATIONS

The sale of each parking permit will generate a revenue of $2.00 per month.

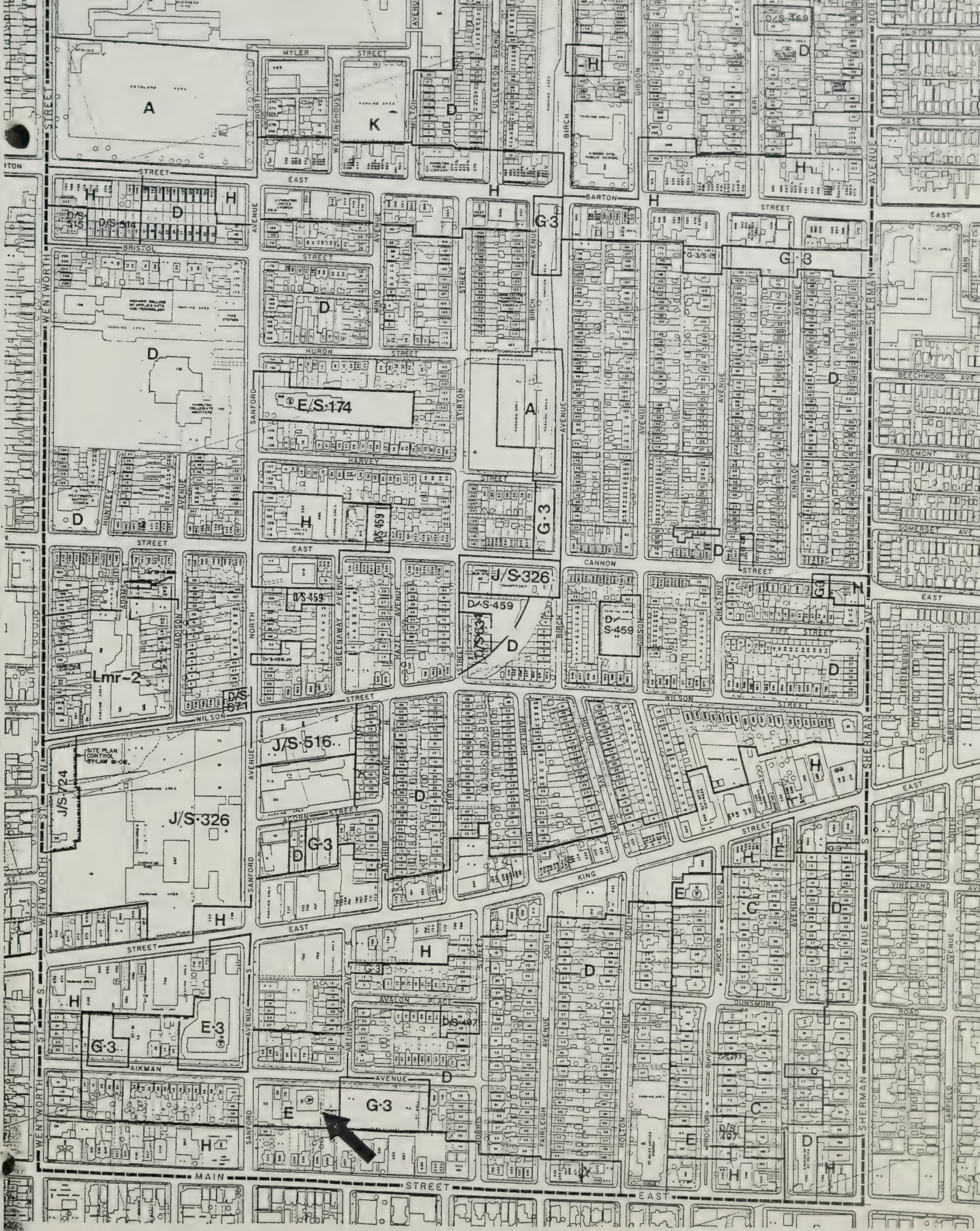
BACKGROUND

The Traffic Department has received a request from a resident of the apartment building at No. 76 Aikman Avenue, that time limit exemption permits be issued to residents of this building. The apartment building is located on the south side of Aikman Avenue between Sanford Avenue and Burris Street, and the applicant has indicated that he wishes to park his vehicle beyond the parking time limits on streets in the vicinity of the apartment building.

Investigations reveal that there are 34 dwelling units in the subject apartment building, and there are 18 off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

Periodic observations reveal that Aikman Avenue in this area is generally lightly parked during the day, and since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally non-resident short-term parking. Thus, the issuance of time limit exemption permits to residents of this building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of 43 off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of 25 off-street parking spaces in accordance with the current Zoning By-law requirements. While normal practice would be to issue a maximum of 25 permits to residents of this building, the parking of 25 additional vehicles on the street would no doubt create a parking problem. Therefore, it is recommended that a maximum of 6 permits be issued, and if additional permits are requested by residents of this building, the Traffic Department can report back to the Committee at that time.


MYLER STREET
EAST
BRISTOL STREET
HURON STREET
HARVEY STREET
CANNON STREET
WILSON STREET
ACORN STREET
AIKMAN AVENUE
MAIN STREET
EAST
BARTON STREET
EAST
KING STREET
EAST
WENTWORTH STREET N
WENTWORTH ST S
SHERMAN AVENUE N
SHERMAN AVENUE S
SANFORD AVENUE
STIRTON AVENUE
MACNAB AVENUE
HUNTER AVENUE
GREENAWAY AVENUE
HAZELDEAN AVENUE
MADISON AVENUE
NORTH STREET
MINTO AVENUE
BIRCH AVENUE
GIBSON AVENUE
CHESTNUT AVENUE
KINRADE AVENUE
FIFTH STREET
ARTHUR AVENUE
FAIRLEIGH AVENUE
HOLTON AVENUE
PROCTOR BLVD
CLAIR AVENUE
DUNSMURE ROAD
AVALON PLACE
SOUTH STREET
VINELAND AVENUE
BEECHWOOD AVE
ROSEMONT AVE
SOMERSET AVE
GARFIELD AVE
D/S-315
D/S-314
E/S-174
D/S-459
J/S-326
D/S-553
D/S-459
D/S-459
D/S-459
D/S-459
D/S-459
D/S-671
J/S-516
J/S-724
J/S-326
D/S-497
D/S-407
Lmr-2
SITE PLAN CONTROL BY-LAW 81-08
A
K
H
D
G-3
E-3
C
E

29(a)

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 June 15
COMM FILE: TEC-115-88
DEPT FILE: 3-10.11

SUBJECT:
North side of Jackson Street East, west of Ferguson Avenue South - Driveway Clearance.

RECOMMENDATION

(a) That parking be prohibited on the north side of Jackson Street East between Ferguson Avenue South and a point 126 feet westerly therefrom; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

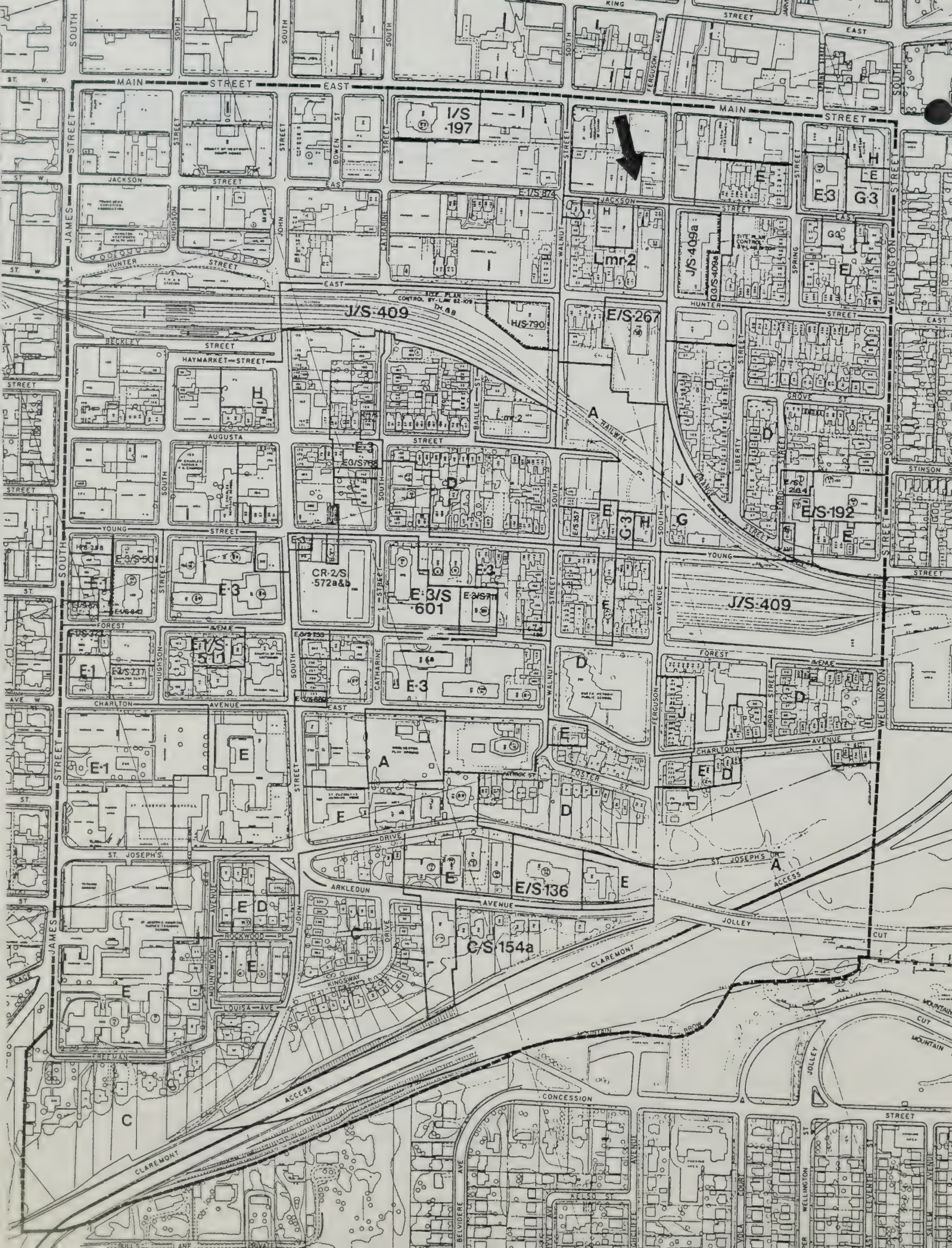
Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

BACKGROUND

The proprietor of Radigan Bros. Ltd., 46 Ferguson Avenue South, has requested that two parking meters on the north side of Jackson adjacent to the driveway approach to this business be removed in order to facilitate truck movements into and out of the property. Jackson Street has a 27 foot pavement width and presently, parking is prohibited on the south side and there are parking meters on the north side in this block.

The Traffic Department has confirmed that because of the narrow pavement width, parked vehicles on both sides of this driveway approach would no doubt interfere with truck movements. Therefore, the Traffic Department concurs with the request to remove the two parking meters.

The parking meters in question are immediately in front of the applicant's business. Therefore, the Traffic Department would not anticipate any serious complaints related to the loss of two metered parking spaces in this area.


MAIN STREET EAST
I/S 197
JACKSON STREET
HUNTER STREET
J/S-409
H/S-790
E/S-267
HAYMARKET STREET
AUGUSTA STREET
YOUNG STREET
CR-2/S 572a&b
E-3/S 601
E/S-192
FOREST AVENUE
CHARLTON AVENUE
E/S 136
ST. JOSEPH'S DRIVE
ARKLEOUN AVENUE
C/S 154a
CLAREMONT ACCESS
JOLLEY CUT
MOUNTAIN BROW
CONCESSION STREET
JAMES STREET
WELLINGTON STREET
HUGHSON STREET
CATHARINE STREET
WALNUT STREET
FERGUSON AVENUE
BAILLIE STREET
RAILWAY
KINGSWAY
ROCKWOOD PLACE
MOUNTWOOD PLACE
LOUISA AVENUE
FREEMAN PLACE
BELVIDERE AVENUE
KELSO STREET
VIOLA COURT
FOSTER ST.
AURORA STREET
GROVE ST.
LIBERTY STREET
STINSON ST.
SPRING ST.
BECKLEY STREET
BOWEN ST.
JOHN STREET
FORD AVENUE
E-1
E-3
C-3
H
E
D
A
J
G
C
F

FOR ACTION

29(b)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 05
COMM FILE: TEC-125-88
DEPT FILE: 3-9.2

SUBJECT:

No. 25 Lincoln Street - Request for a Reserved Permit Parking space for a handicapped resident.

RECOMMENDATION

(a) That in combination with the existing "Alternate Side Parking" regulation, a "Permit Parking" regulation be implemented on the west side of Lincoln Street commencing 54 feet north of Gordon Street and extending to a point 24 feet northerly therefrom, and on the east side of Lincoln Street commencing 53 feet north of the north curb line of Gordon Street and extending to a point 20 feet northerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Miss C. Penner, 25 Lincoln Street; and

(c) The City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

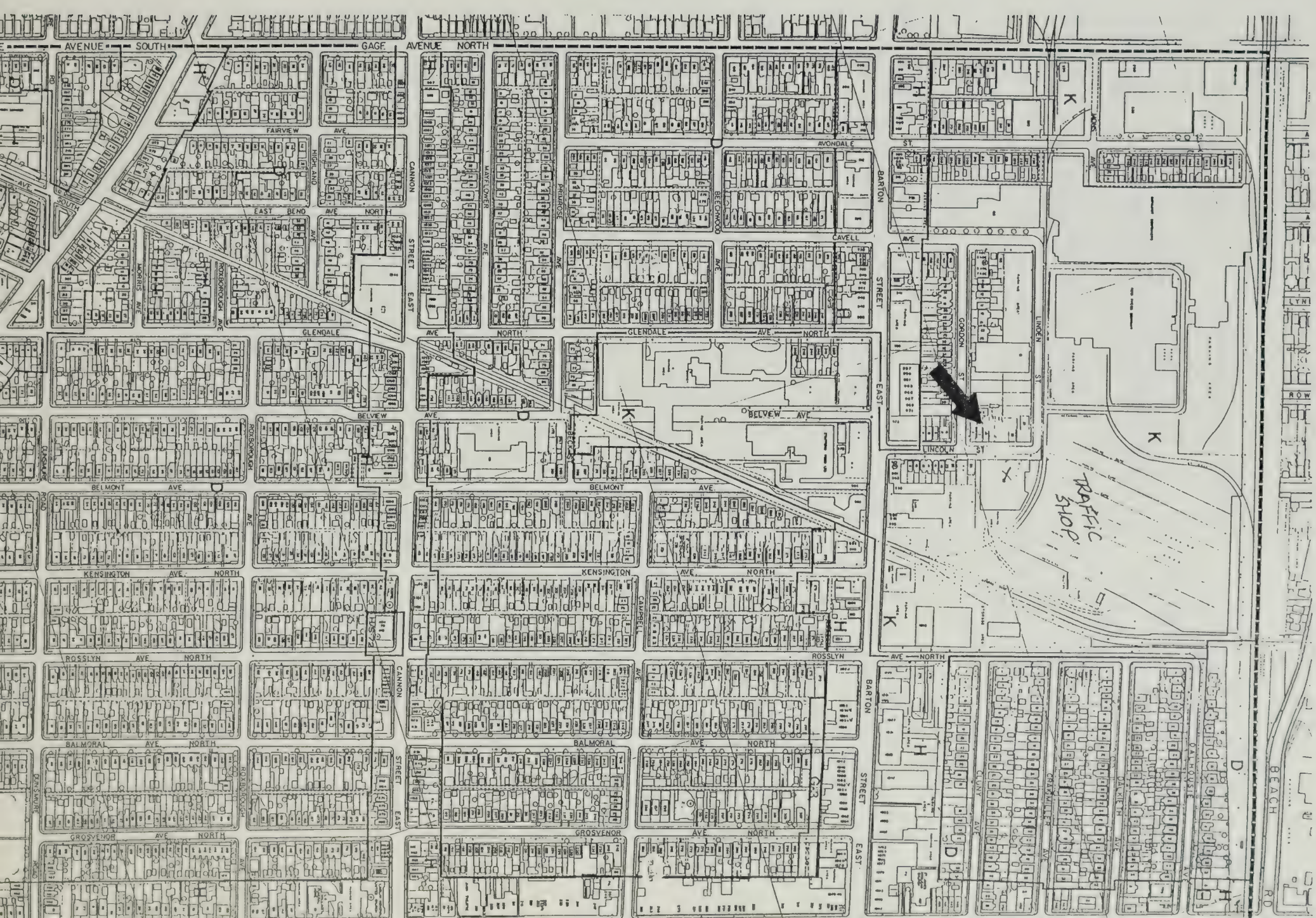
FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting, and maintaining the required signs. However, the $1.00 per month charge for the permit will off-set the cost to some degree.

BACKGROUND

The Traffic Department has received a request from Miss C. Penner, 25 Lincoln Street, that a reserved permit parking space be designated on the street in front of her home, since she is handicapped. Presently, there is an "Alternate Side Parking" regulation on Lincoln Street in this area. Therefore, in accordance with the City Council directive, one reserved parking space must be designated on each side of the street, so that the applicant has a reserved parking space on a year round basis. The lands on the east side of the street in this area are occupied by the Traffic Department Operations building, and the Traffic Department has no objection to the implementation of a reserved space at this location.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Miss C. Penner possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.


AVENUE SOUTH
GAGE AVENUE NORTH
FAIRVIEW AVE.
EAST BEND AVE NORTH
MORRIS AVE.
GLENDALE AVE NORTH
BELVIEW AVE.
BELMONT AVE.
KENSINGTON AVE NORTH
ROSSLYN AVE NORTH
BALMORAL AVE NORTH
GROSVENOR AVE NORTH
AVONDALE
CAVELL
LINCOLN ST
CANNON STREET EAST
BARTON STREET EAST
MAYFLOWER AVE.
ROSSBOROUGH
CAMPBELL
TRAFFIC SHOP
BEACH RD

29(c)

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 11
COMM FILE: TEC-136-88
DEPT FILE: 3-9.1

SUBJECT:

Inverness Avenue at Highcliffe Avenue - Proposed Left Turn Restriction.

RECOMMENDATION

(a) That a "No Left Turn, 3:00 p.m. to 6:00 p.m., Monday to Friday" restriction be implemented for eastbound traffic on Inverness Avenue at Highcliffe Avenue; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND

Alderman Henry Merling has advised of a request by residents of Highcliffe Avenue that left turns be prohibited from Inverness onto Highcliffe to eliminate through traffic on Highcliffe.

Recent studies indicate that while the total volume of traffic is not abnormal for a local residential street, there is some degree of through traffic occurring as eastbound motorists attempt to avoid turning left from Inverness onto Upper Wellington. The occurrence of through traffic movements on this local residential street is not likely to create any traffic problems, but may be an irritation to the abutting residents.

Recent traffic studies conducted between 7:00 - 9:00 a.m. and 3:00 - 6:00 p.m. indicate that 50% of the northbound traffic using Highcliffe is through traffic. Approximately 72% of this through traffic occurs between 3:00 p.m. and 6:00 p.m. Therefore, the Traffic Department supports prohibiting left turns for eastbound motorists on Inverness at Highcliffe during this three hour period.

The proposed left turn restriction at Inverness and Highcliffe might result in circuituous access for residents of Highcliffe and complaints from other area residents. Therefore, following the implementation of the turn prohibition, the Traffic Department will monitor the situation.


CONCESSION STREET
CLAREMONT ACCESS
FREEMAN PL
LOUISA AVE
JAMES ST S
MOUNTAIN ROAD
KINGSWAY DR
CUT
JUDLEY
A
E-2
C
BULL'S LANE
PRIVATE
WYCLIFFE AVENUE
SEARLE ST
ROSEDENE AVENUE
ELCHO AVENUE
BELVEDERE AVENUE
KENSINGTON AVENUE
KNIVET AVENUE
HIGHCLIFFE COURT
VOLA STREET
WELLINGTON STREET
MOUNTVILLE AVE
ELEVENTH STREET EAST
INVERNESS AVENUE EAST
INVERNESS AVE E
THAYER AVE
UPPER JAMES STREET
WAVELL AVENUE
BUCHANAN STREET
CHURCHILL AVENUE
BELAIR DRIVE
SKYLAND DRIVE
PARK DRIVE
BRUCE DRIVE
SOUTHHILL DRIVE
EIGHTH STREET EAST
POLICE STATION
G-3
QUEENSDALE AVENUE
QUEENSDALE AVENUE EAST
AVE W
GEORGE AVENUE
EMPRESS AVENUE
MILLEN AVENUE
PRINCE AVENUE
FOURTH ST EAST
BRUCE PARK
BRUCEDALE AVENUE
BRUCEDALE AVENUE EAST
H
E
FIFTH STREET EAST
SIXTH STREET EAST
SEVENTH STREET EAST
EIGHTH STREET EAST
NINTH STREET EAST
WELLINGTON STREET

29(d)

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 11
COMM FILE: TEC-137-88
DEPT FILE: 3-9.3

SUBJECT:

Intersection of Brucedale Avenue East and East 13th Street - Corner Clearance.

RECOMMENDATION

(a) That a parking prohibition be implemented on the south side of Brucedale Avenue East between East 13th Street at a point 76 feet westerly therefrom; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

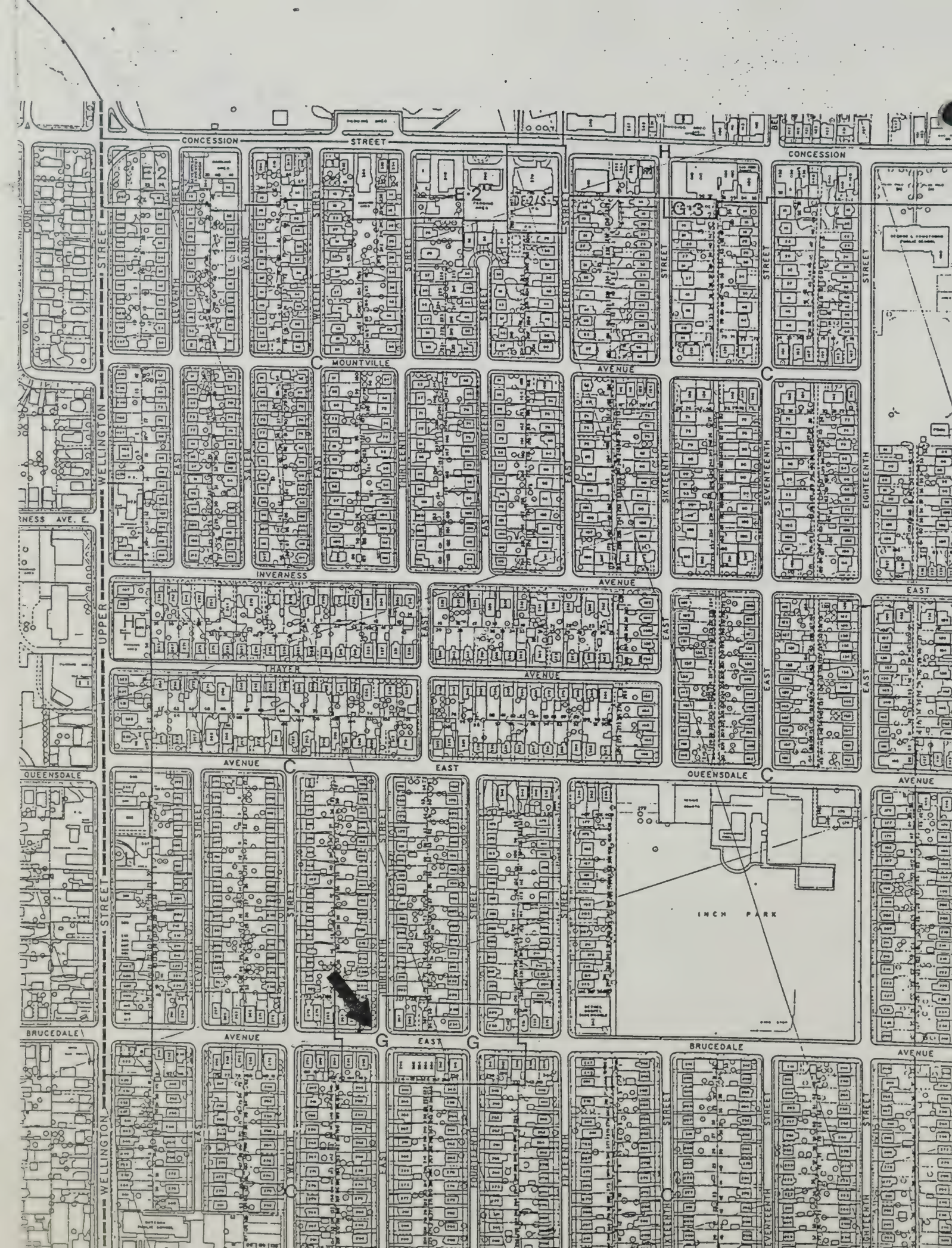
There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND

Alderman Henry Merling has advised of a request by area residents that a corner clearance be implemented on the south side of Brucedale, west of East 13th, to improve visibility for northbound motorists on East 13th attempting to enter Brucedale.

The Traffic Department has visited this location on three occasions, but has not yet found any vehicles parked on Brucedale such that visibility at the intersection is obstructed. However, motorists parked on Brucedale in close proximity to the intersection would no doubt obstruct visibility. Therefore, the Traffic Department concurs with the request.

The proposed parking parking prohibition would result in the loss of approximately one legal on-street parking space. However, the adjacent residential property has a driveway, and there is unrestricted parking on both sides of Brucedale in this block as well as one-side parking on East 13th Street. Therefore, the loss of one on-street parking space at this location should not create any parking problems for area residents.


CONCESSION STREET
CONCESSION
MOUNTVILLE AVENUE
INVERNESS AVENUE
HAYER AVENUE
QUEENSDALE AVENUE
BRUCEDALE AVENUE
EAST
UPPER WELLINGTON STREET
WELLINGTON STREET
VOLA COURT
SALEM AVENUE
WELLWOOD AVENUE
THIRTEENTH STREET
FOURTEENTH STREET
FIFTEENTH STREET
SIXTEENTH STREET
SEVENTEENTH STREET
EIGHTEENTH STREET
INCH PARK
E2
E2
E2S
G3
H
H
C
C
C
C
G
G

30(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 June 27
COMM FILE:
DEPT FILE: 65-3.390

SUBJECT:

By-law to close a portion of the unopened road allowance of Ferguson Avenue from the C.N.R. right of way to 24.4m southerly being Part 1, on Plan 62R-9175

RECOMMENDATION

That City Council enact the attached by-law on July 26, 1988 in accordance with the authorization contained in the 18th Report of the Transport and Environment Committee, Item 21, adopted by City Council on December 8, 1987. **(Please arrange to place this matter on the Transport and Environment Committee's agenda for the meeting of Monday, July, 18, 1988 at 2:00 p.m.)**

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

"K.A. Rouff" per: P. Hooker

N/A

BACKGROUND

City Council on December 8, 1987, directed the City Solicitor to prepare the by-law above referred to. We have asked the City Clerk to have the Public Notice (copy attached) printed in The Hamilton Spectator on Saturday, June 25, July 2, 9 and 16, 1988.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attention: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att'd.

FOR ACTION

30(b)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 June 27
COMM FILE:
DEPT FILE: 65-3.360

SUBJECT:

By-law to close a triangular parcel of road allowance abutting 24 Ravenscliffe Avenue being Part 1, on Plan 62R-8133

RECOMMENDATION

That City Council enact the attached by-law on July 26, 1988 in accordance with the authorization contained in the 16th Report of the Transport and Environment Committee, Item 32, adopted by City Council on September 24, 1985. (Please arrange to place this matter on the Transport and Environment Committee's agenda for the meeting of Monday, July, 18, 1988 at 2:00 p.m.)

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)* "K. A. Rouff" per: P. Hooker

N/A

BACKGROUND

City Council on September 24, 1985 directed the City Solicitor to prepare the by-law above referred to. We have asked the City Clerk to have the Public Notice (copy attached) printed in The Hamilton Spectator on Saturday, June 25, July 2, 9 and 16, 1988. The consent of The Regional Municipality of Hamilton-Wentworth was obtained on October 1, 1985 when Regional Council adopted Item 11 of Report 11-85 of the Transportation Services Committee.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attention: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk

:sr
Att'd.

30(c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 June 27
COMM FILE:
DEPT FILE: 65-3.392

SUBJECT:

By-law to close and sell ten foot (10') public walkway in Gilkson Neighbourhood from Cranbrook Drive to Greyfriar Drive, Plan M-66

RECOMMENDATION

That City Council enact the attached by-law on July 26, 1988 in accordance with the authorization contained in the 2nd Report of the Transport and Environment Committee, Item 13, adopted by City Council on January 26, 1988. (Please arrange to place this matter on the Transport and Environment Committee's agenda for the meeting of Monday, July, 18, 1988 at 2:00 p.m.)

"K. A. Rouff" per: P. Hooker

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

N/A

BACKGROUND

City Council on January 26, 1988, directed the City Solicitor to prepare the by-law above referred to. We have asked the City Clerk to have the Public Notice (copy attached) printed in The Hamilton Spectator on Saturday, June 25, July 2, 9 and 16, 1988.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attention: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att'd.

30(d)

F O R A C T I O N

REPORT TO: Transport and Environment Committee
Attention: Mr. R. Prowse, Secretary

FROM: K. A. Rouff, City Solicitor

DATE: 1988 July 5
COMM FILE:
DEPT FILE: 110-2.24

SUBJECT:

By-law respecting the construction of local improvements of an independent concrete sidewalk on the north side of Barton Street from Kenilworth Avenue to approximately 755m westerly as described in Schedule "A" hereto - $87,600.00

RECOMMENDATION

That City Council enact the attached By-law on July 26, 1988 in accordance with the authorization contained in Item 1 of the 24th Report of the Executive Committee, adopted by City Council on December 8, 1987

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

The construction of these local improvements was approved by Council on December 8, 1987, in adopting the above-mentioned resolution, subject to the Ontario Municipal Board's approval to the financing of the work. On Thursday, June 2, 1988, the Ontario Municipal Board's Order No. E 880501 was granted.

:sr
c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attention: Mr. L. Franco
Attention: Mr. R. P. Meiers
c.c. Mr. E. A. Simpson, City Clerk
c.c. Mr. E. C. Matthews, City Treasurer
Attention: Mr. Grant Keith
Attention: Mr. T. Bradbury
Att'd.

31(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. M. F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 February 10
COMM FILE: TEC-26-88
DEPT FILE: 3-9.6

SUBJECT:

Intersections of Fennell Avenue and Clarendon Avenue/East 5th Street and Brucedale Avenue and East 5th Street - Request for School Traffic Officers.

RECOMMENDATION

That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department, School Traffic Officers not be assigned to the intersections of Fennell Avenue and Clarendon Avenue/East 5th Street, and Brucedale Avenue and East 5th Street at this time.

Murray F. Main

FINANCIAL IMPLICATIONS

The Regional Police have advised that the present cost of assigning a School Traffic Officer on a full-time basis to any intersection in the City is presently $5,980.00, and presently, there are no funds budgeted for additional School Traffic Officers.

BACKGROUND

Alderman John Gallagher has advised of a request that a School Traffic Officer be assigned to the signalized intersection of Fennell Avenue and Clarendon Avenue/East 5th Street and to the intersection of Brucedale Avenue and East 5th Street during the school year. In accordance with approved procedure, these requests were forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at these locations under normal school crossing conditions and have observed the following:

- Intersection of Fennell Avenue and Clarendon Avenue/East 5th Street.

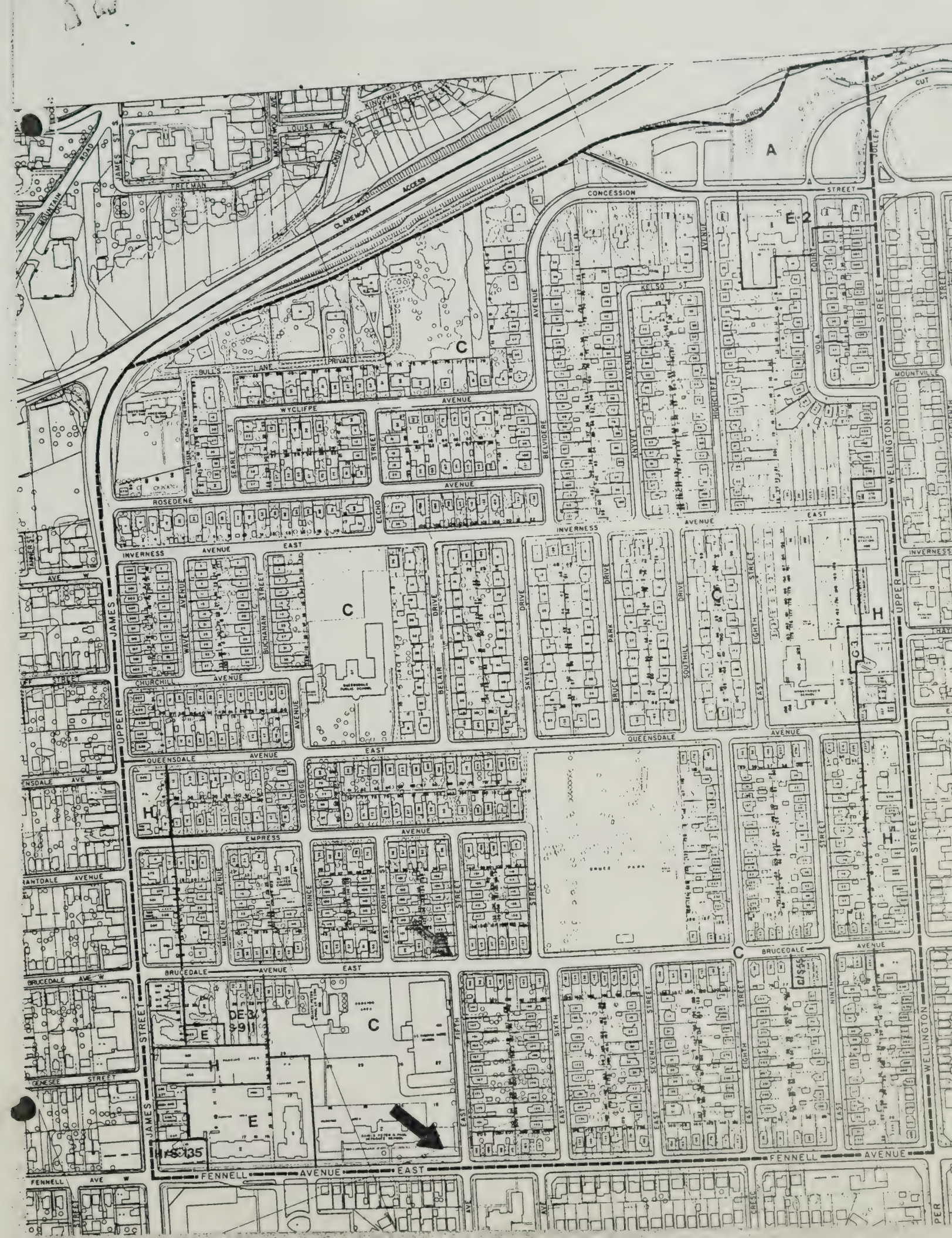
Studies were conducted at this location on 1988 January 18. The Regional Police observed that the children had no problems crossing at this intersection and that the students crossed "very confidently" with the traffic signals. Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to the intersection of Fennell Avenue and Clarendon Avenue/East 5th Street.

- Intersection of Brucedale Avenue and East 5th Street.

Studies were conducted at this location on 1988 January 13 and 14. The Regional Police observed that the children had no problems crossing at this intersection with the existing four-way stop control. Therefore, The Regional Police have recommended that a School Traffic Officer not be assigned to the intersection of Brucedale Avenue and East 5th Street.

Traffic Department records indicate that in the past seven years, the intersection of Fennell Avenue and Clarendon/East 5th has averaged only 2.7 motor vehicle collisions per year, and there has not been a pedestrian collision reported at this intersection during this time. This is not an abnormal collision rate for a signalized arterial street intersection. There has not been a reported collision at the intersection of Brucedale and East 5th in the past seven years. Therefore, the presence of a school traffic officer could not improve upon the perfect pedestrian safety records at these intersections.

For these reasons, the Traffic Department concurs with the recommendations of the Regional Police Department.


CONCESSION STREET
KINGSWAY DR
LOUISA AVE
MARYWOOD AVE
JAMES ST S
MOUNTAIN ROAD
FREEMAN PL
CLAREMONT ACCESS
CUT
A
E-2
BULLS LANE PRIVATE
WYCLIFFE AVENUE
SEARLE ST
BELVIDERE STREET
ROSEDENE AVENUE
ECHO
KELSO ST
KNYVET AVENUE
HIGHCLIFFE AVENUE
VOLA COURT
MOUNTVILLE STREET
WELLINGTON STREET
INVERNESS AVENUE EAST
JAMES STREET UPPER
CHURCHILL AVENUE
WAVELL AVENUE
BUCHANAN STREET
BELAIR DRIVE
SKYLAND DRIVE
PARK DRIVE
BRUCE DRIVE
SOUTHILL DRIVE
EIGHTH STREET EAST
QUEENSDALE AVENUE EAST
GEORGE
EMPRESS AVENUE
MILLEN AVENUE
PRINCE
FOURTH ST EAST
BRUCEDALE AVENUE EAST
DE-3
911
E
H
C
C3
FIFTH STREET EAST
SIXTH STREET EAST
SEVENTH STREET EAST
EIGHTH STREET EAST
NINTH STREET EAST
GENESEE STREET
FENNELL AVENUE EAST
FENNELL AVE W
HSC135

31.(6)

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 12
COMM FILE: TEC-142-88
DEPT. FILE:

SUBJECT

Intersection of Burlington Street East and Mary Street - Request for a Traffic Signal.

RECOMMENDATION

That no action be taken on the request for a traffic signal at the intersection of Burlington Street East and Mary Street at this time.

Murray F. Main

FINANCIAL IMPLICATIONS

The estimated cost for installing a traffic signal at the intersection of Burlington Street East and Mary Street is $45,000 to $50,000. No subsidy would be forthcoming from the Ministry of Transportation, and no funds have been budgeted for the installation of a traffic signal at this location.

BACKGROUND

His Worship Mayor Robert Morrow has asked the Traffic Department to report to the Transport and Environment Committee respecting the need for a traffic signal at the intersection of Burlington Street East and Mary Street. The Traffic Department has investigated this matter, and has the following report:

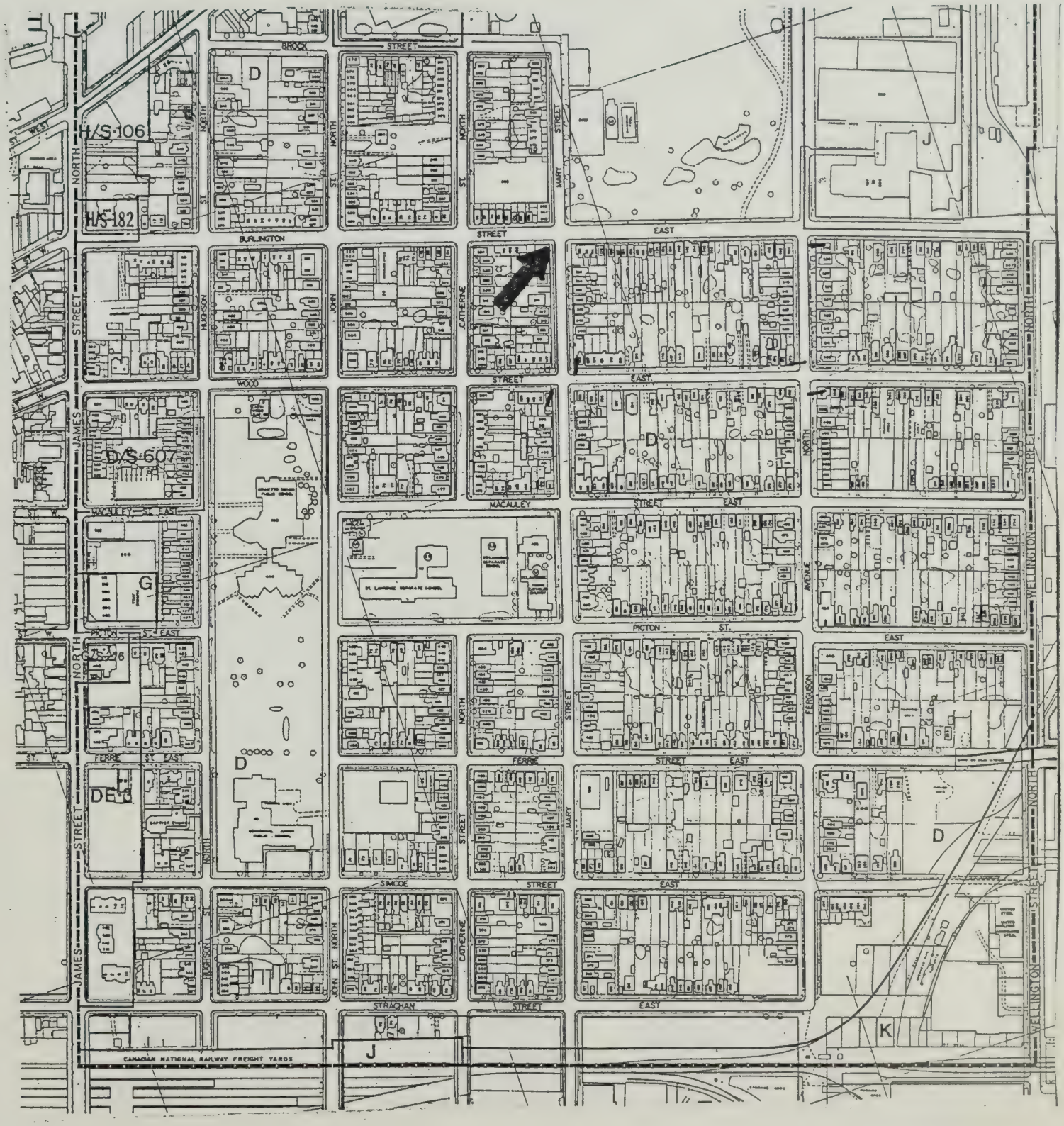
The intersection of Burlington and Mary is presently controlled by a four-way stop. A review of the collision history at the intersection has revealed that there has been an average of approximately 3.2 collisions per year during the past seven and a half years. There has been only one reported pedestrian accident

during this time period. This accident occurred in 1981 and involved a 72 year old pedestrian who was crossing Mary Street rather than Burlington Street. Most of the collisions at this intersection have been rear-end collisions, and only five accidents in the past six and a half years would be susceptible to correction by the installation of a traffic signal. The installation of a traffic signal at Burlington and Mary would likely increase the number of accidents occurring at this location, since a typical signalized intersection in Hamilton experiences approximately five accidents per year.

The Ontario Ministry of Transportation requires that installation warrants be satisfied in order to receive subsidy from the Province for the installation of traffic signals. These warrants take into account, in part, the vehicular and pedestrian volumes and number of collisions at the intersection, and presently, neither the volumes nor the number of collisions at Burlington and Mary are sufficient to satisfy the warrant.

Specifically, the vehicular volumes on Burlington Street are moderate at approximately 12,000 vehicles per day, the vehicular volumes on Mary Street are low at approximately 1,300 vehicles per day, and pedestrian volumes are moderate at approximately 180 pedestrians per day crossing Burlington Street. To assess conditions during summer months, the Regional Police conducted studies at this intersection in July 1987 and concluded that the children who crossed properly in the crosswalk had no problems crossing. Also, a traffic signal at this location could not be progressed with the existing traffic signals on Burlington at John and at Wellington Streets.

For these reasons, the Traffic Department does not support the request for a traffic signal at this location at this time.


H/S-106
H/S-182
D/S-607
BURLINGTON STREET
MACAULEY ST. EAST
PICTON ST. EAST
FERRIE ST. EAST
SIMCOE STREET
STRACHAN STREET
CANADIAN NATIONAL RAILWAY FREIGHT YARDS
JAMES STREET NORTH
WELLINGTON STREET NORTH
MARY STREET
CATHERINE ST. NORTH
JOHN ST. NORTH
HUGHSON ST. NORTH
WOOD ST. W.
BROCK STREET
EAST
D
G
DE
J
K

31.(c)

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 June 14
COMM FILE: TEC-112-88
DEPT FILE: 3-9.2

SUBJECT:

Charlton Avenue West between Locke and Dundurn Streets - Parking Regulations.

RECOMMENDATION

That no action be taken on the request to allow parking on both sides of Charlton Avenue West between Locke and Dundurn Streets.

Murray F. Main

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Alderman Terry Cooke has requested that the Traffic Department report to the Committee on the possibility of allowing parking on both sides of Charlton between Locke and Dundurn in an attempt to slow down the traffic in this block. Presently, there is an "Alternate Side Parking" regulation on this section of street such that parking is prohibited on the north side during the months of December to March. This section of Charlton is operated one-way westerly between Locke and Dundurn and the pavement width is 28 feet.

Traffic Department records indicate that there have been seven reported accidents on the subject section of Charlton during the past seven and a half years. The accident reports indicate that five of these accidents involved, either directly or indirectly, parked vehicles on the street. One of the accidents occurred when a seven year old boy ran out from between a parked vehicle on the south side of the street.

Allowing parking on both sides of the street would aggravate the accident situation and also, reduce the sight distance of motorists since one side of the street will no longer be clear of parked vehicles and pedestrians will be required to to walk between parked vehicles when crossing the street from either side. There has been no suggestion that there is a shortage of parking in the area. Most homes have or could have off-street parking, and in addition, all properties are accessible by rear alleys which are presently being used by some residents for vehicular access.

For the above noted reasons, it is concluded that permitting parking on both sides would significantly increase the occurrence of collisions, and therefore the Traffic Department does not support the request to permit parking on both sides of Charlton in the block between Locke and Dundurn.

31(d)

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 June 14
COMM FILE: TEC-116-88
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Southbend Road and West 5th Street - Request for a School Traffic Officer.

RECOMMENDATION

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer not be assigned to the intersection of Southbend Road and West 5th Street at this time.

Murray F. Main

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

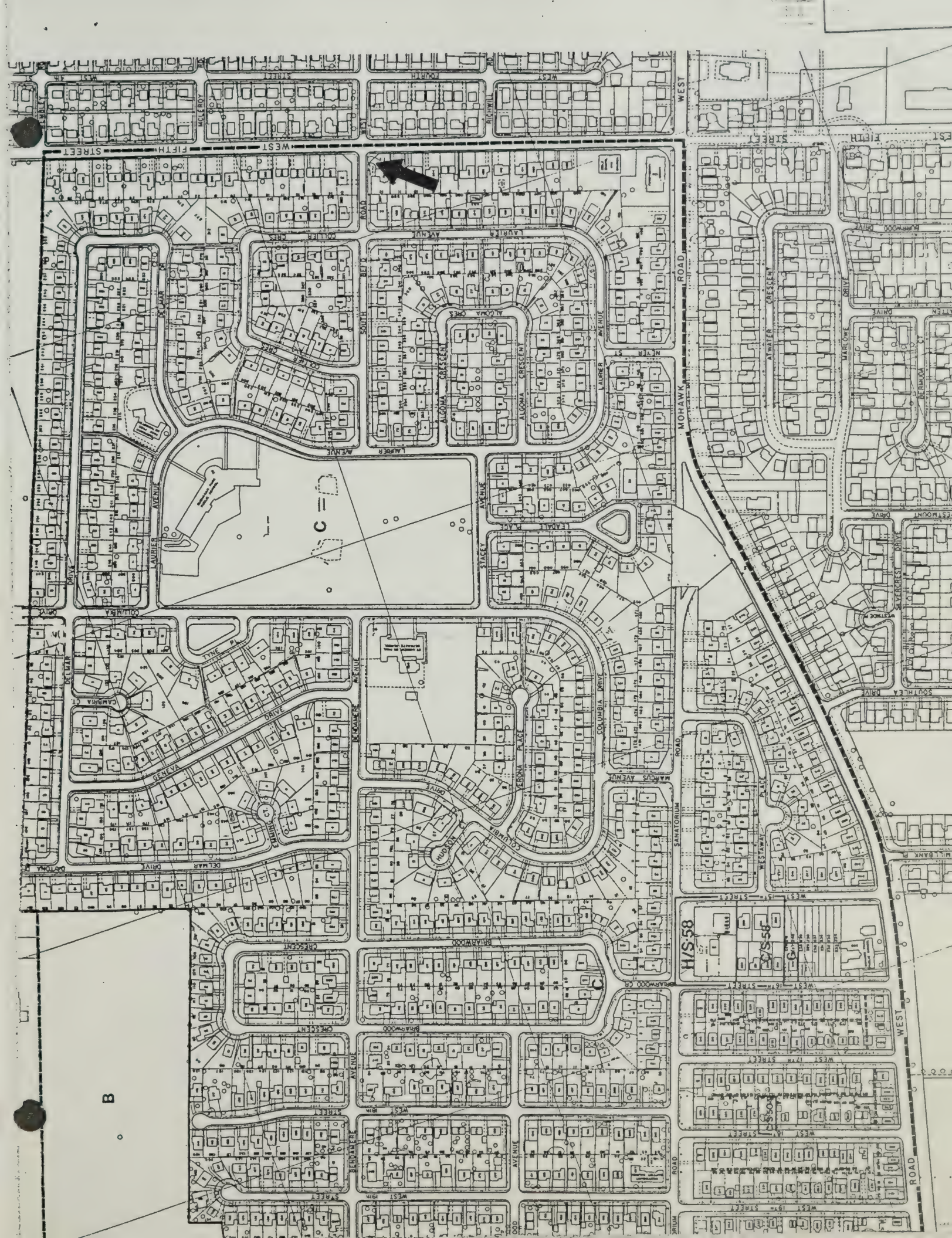
The Regional Police have advised that the assignment of a school traffic officer on a full-time basis to any location in the City is presently $5,980. per year, and presently, there are no funds budgeted for additional School Traffic Officers.

BACKGROUND

The Traffic Department recently received a letter from a Mr. Bryon St. John, 41 West 4th Street, requesting that a school traffic officer be assigned to the intersection of Southbend Road and West 5th Street. His Worship Mayor Robert Morrow, Alderman Tom Murray and Alderman Don Ross also received a copy of this letter. In accordance with approved procedure, this request was forwarded to the Regional Police Department for study.

The Regional Police conducted studies on 1988 May 04 and 05, and observed a total of 62 children crossing West 5th Street at this signalized intersection. It was concluded that "the children crossed with the traffic signals in a confident manner at all times". Therefore, the Regional Police have recommended that a school traffic officer not be assigned to this intersection at this time.

Traffic Department records indicate that the intersection of Southbend and West 5th has average approximately 4.5 accidents per year for the past six years. A typical signalized intersection in Hamilton experiences approximately 5.2 accidents per year. Thus, it is concluded that conditions at this traffic signalized intersection are not abnormal, and therefore, the Traffic Department concurs with the recommendation of the Regional Police.


WEST FIFTH STREET
FIFTH STREET
MOHAWK ROAD
LAURIER AVENUE
STACEY AVENUE
COLUMBIA DRIVE
GENEVA DRIVE
DELMAR DRIVE
CAMBRIA CT.
VERONA PLACE
HUDSON CRESCENT
MARCUS AVENUE
SANATORIUM ROAD
WESTAWAY PLACE
ATWATER CRESCENT
SILVERCREST DRIVE
SOUTHLEA DRIVE
ALGOMA CRESCENT
BRIARWOOD CRESCENT
BENDARROCH AVENUE
H/S·58
C
B

31(e)

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 08
COMM FILE: TEC-131-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Balmoral Avenue North and Campbell Avenue - Intersection Control.

RECOMMENDATION

That no action be taken on the request for four-way stop control at the intersection of Balmoral Avenue North and Campbell Avenue.

Murray F. Main

FINANCIAL IMPLICATIONS

The installation of an additional stop sign on Balmoral Avenue North at Campbell Avenue would result in increased motor vehicle operating costs of approximately $10,000.00 annually.

BACKGROUND

Alderman Brian Hinkley has reintroduced a request by residents that a four-way stop control be implemented at the intersection of Balmoral Avenue North and Campbell Avenue. Presently, eastbound and westbound traffic on Campbell is required to stop for northbound and southbound on Balmoral.

In report TEC-57-88, the Traffic Department advised that it would not be appropriate to recommend four-way stop control but that corner clearances should be implemented to improve visibility and reduce right-angle accidents. This recommendation was approved by the Committee and City Council on 1988 April 26 and the corner clearances were installed shortly thereafter.

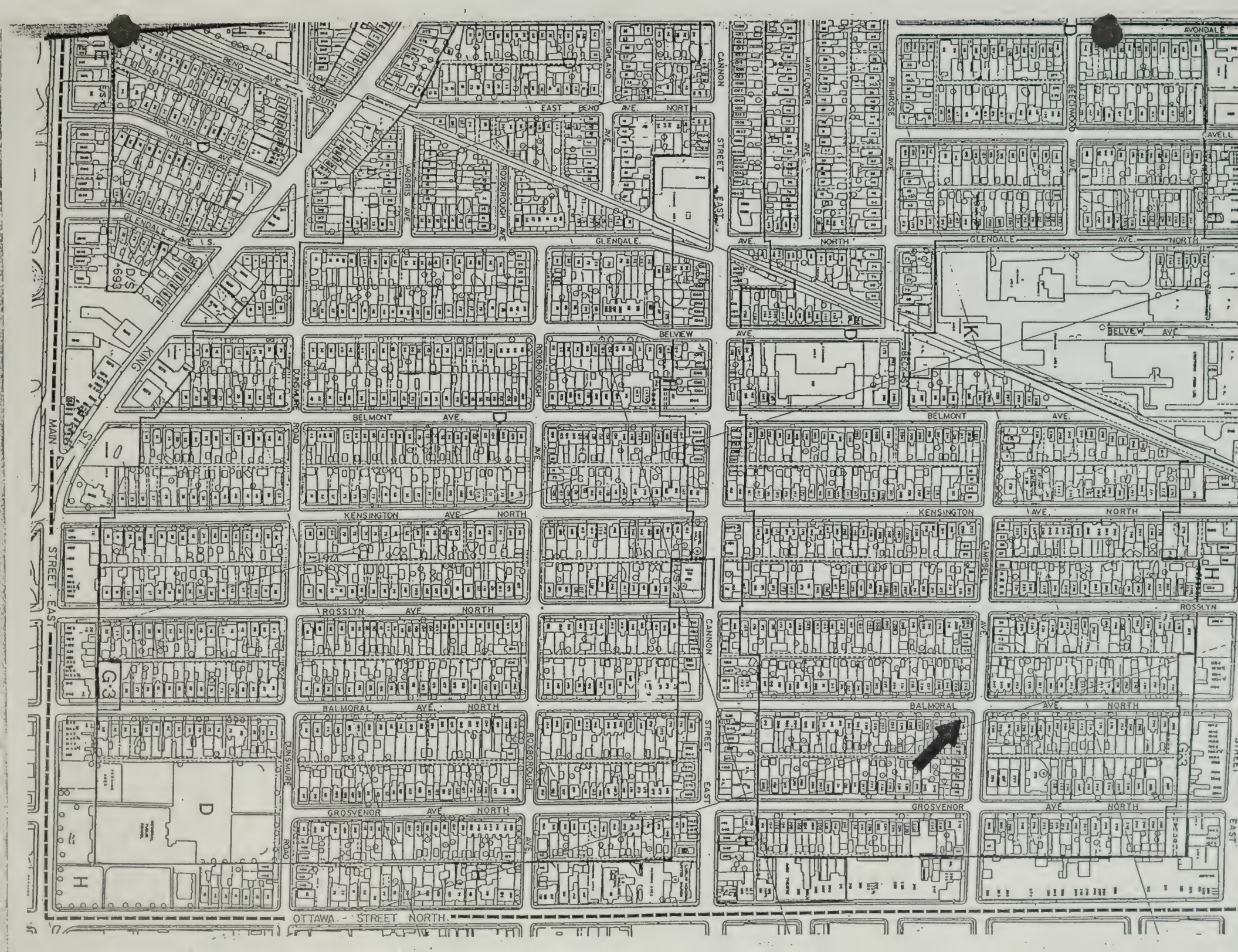
Traffic on Balmoral presently stops at five out of six streets intersecting with Balmoral in the 3,300 foot section (.63 mile) between Barton and Main. Also, traffic on Balmoral presently stops at Barton and Cannon, approximately 700 feet to the north and south of Campbell, and we would consider an additional stop on Balmoral at Campbell to be over-restrictive and unnecessary.

The Traffic Department uses certain criteria to determine when all-direction stop control should be utilized at an intersection, because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past accident records, and too severe visibility obstructions which make it necessary for all vehicles to stop. None of these criteria are met at this intersection at this time.

Records indicate that there has been an average of 2.8 accidents per year at this intersection in the past 5 years. Virtually all of these accidents involved motorists on Campbell who failed to yield the right-of-way to motorists on Balmoral, and may have been directly attributed to poor visibility created by parked vehicles. The implementation of corner clearances should improve conditions and reduce the number of accidents occurring at the intersection.

The petition states that a five year old child was struck by a car at this intersection last fall. We have no record of this accident. However, on 1987 October 05, a seven year old child was struck by a northbound vehicle approximately 120 feet north of the intersection, and we presume that this is the accident in question. However, this accident occurred when the child ran into the roadway from between parked vehicles, and could not have been prevented by any change in intersection control at Balmoral and Campbell.

Research has shown that the indiscriminate and arbitrary use of all-direction stop control at intersections has no effect on the speed or volume of traffic on the street and results in relatively high user costs over the years. The principle concern is that unwarranted stop signs create disrespect for the device by the road user, and are detrimental to the degree of observance of stop signs in general thus aggravating an already serious cause of collisions. For these reasons, the Traffic Department does not support the implementation of all-direction stop control at this location.


BEND AVE. SOUTH
HILDA AVE
GLENDALE AVE. S.
EAST BEND AVE. NORTH
HIGHLAND AVE.
CANNON STREET EAST
MORRIS AVE.
ROXBOROUGH AVE
MAYFLOWER AVE.
PRIMROSE AVE.
AVONDALE
AVELL
GLENDALE AVE. NORTH
BELVIEW AVE.
KING
DUNSMURE ROAD
BELMONT AVE.
MAIN STREET EAST
KENSINGTON AVE. NORTH
CAMPBELL AVE.
ROSSLYN AVE. NORTH
BALMORAL AVE. NORTH
GROSVENOR AVE. NORTH
OTTAWA STREET NORTH
D
H
G3
K

CA4 ON HBC AC5
CSLTG

THE CORPORATION OF THE

City Hall, 71 Main Street West, Hamilton

Urban Municipal
Collections
Public Library

1988 August 16

N O T I C E O F M E E T I N G

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, August 22, 1988
2:00 o'clock p.m.
Room 233, City Hall

Susan K. Reeder

Susan K. Reeder, Acting Secretary
Transport and Environment Committee

SKR:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

A G E N D A:

1. Minutes of the Monday, May 16, 1988, Monday, June 20, 1988 and Monday, July 18, 1988 meetings of the Transport and Environment Committee

MANAGER OF PURCHASING

2. Supply and Delivery of Traffic Signal Heads, Traffic Department

DIRECTOR OF PROPERTY

3. City Purchase from Hilliard Clark Harnden Eaglewood Drive (Eleanor Neighbourhood) Parts 2, 4, 5 and 7; 62R-9574

CANADIAN FOOTBALL HALL OF FAME 25 YEARS 1963-1988 HAMILTON

4. City Purchase from Anderson, In Trust Eaglewood Drive (Eleanor Neighbourhood) Parts 1, 3, 6 and 8; 62R-9574

5. Purchase of Land from 660555 Ontario Ltd. (Milan Maravich) for the Establishment of Rita Avenue being Rear Land Upper Gage Avenue

6. Purchase of Land from 660555 Ontario Ltd. (Milan Maravich) for the establishment of Royal Vista Drive being part of 1515 Upper Gage Avenue

7. New Public Works Yard/Building - Rymal Road

8. Approval to proceed with development of Warren Street Public Works Yard

9. Sale - 332 Magnolia Drive Glen and Suzanne Zwicker

10. Authority to Enter - DeSantis Gardens - Part 2, Reference Plan 4377

DIRECTOR OF PUBLIC WORKS

11. Installation of Banners Over Main Street

12. Special Signs for Commonwealth Park/Redbirds Baseball - Mayor Morrow

13. Construction of Salt Domes

CITY SOLICITOR

14. Garbage Collection Agreement - Mayfair Apartments - 455 Upper Gage Avenue

15. Expropriation - Offer of Compensation and Notice of Possession - Property known municipally as part of 12 Centennial Parkway South - to extend Greenhill Avenue

COMMISSIONER OF ENGINEERING

16. Rupert Court Extension - Closure of Southerly Portion

17. Brenda Street - Closure of East Limit of Road Allowance (East of Eleanor Avenue)

18. To Incorporate certain City lands into Southpark Avenue

19. Inadvertent Encroachment Agreement

    (a) 1565 Rymal Road East

    (b) 196 Canada Street

    (c) 715 Cannon Street East

20. Encroachment Agreement - Rescind 554 James Street North

21. **Banner Display Application**

    (a) Hamilton Aids Network for Dialogue and Support - October 2, 1989 to October 9, 1989

    (b) Ontario Marketing Productions Limited - February 27, 1989 to March 6, 1989, and September 18, 1989 to September 25, 1989

    (c) Hamilton Chiropractic Society - May 1, 1989 to May 8, 1989

    (d) Big Sisters Association - June 5, 1989 to June 12, 1989

    (e) 91st Highlanders Athletic Association - December 19, 1988 to December 26, 1988 and from January 9, 1989 to January 16, 1989

22. **Plan of Subdivision**

    (a) Abbey Hill Farm - Phase 1, Hamilton

    (b) Redhill Manor - No. 2

    (c) Lillian Heights - Phase 1

    (d) Templemead No. 1 Survey - Phase 2

    (e) Bentwood Place

    (f) Highridge Hills - Stage 1

    (g) Oakdale Estates - Phase 1

    (h) Leggett Crescent - Modified Subdivision Agreement

23. PPM Canada Inc. Application Submission to the Ontario Ministry of the Environment for Certificate of Approval to carry out PCB decontamination at the Columbian Chemicals facility located at 755 Parkdale Avenue North in Hamilton

24. Gosford Drive - Upper Paradise Road to Gilcrest Street

25. Reimbursement for Roadway Land - Stone Church and Rexford - Frank Toth

26. Temporary Street Closures - One Day Street Fest Saturday, September 24, 1988 on Mary Street, Walnut Street and Ferguson Street.

<u>DIRECTOR OF TRAFFIC SERVICES</u>

27. Extension of Loading Zone - South side of Mulberry Street, east of MacNab Street North

28. Request for Wheelchair Loading Zone - South Side of Guise Street, East of James Street North

29. Request for School Bus Loading Zone - East Side of Hummingbird Lane, South of Bobolink Road

30. Corner Clearance - East side of Thorndale Avenue North, north of Main Street West

31. Extension of Corner Clearance - East side of David Avenue, south of South Bend Road

32. Neighbourhood Watch Program for the Ainslie Wood, Ainslie Wood North, Ainslie Wood East and Ainslie Wood West Neighbourhoods

33. **Request for a School Traffic Officer**

    (a) Intersection of Barton Street East and Nash Road North

    (b) Intersection of Woodward Avenue and Brampton Street

34. **Request for Loading Zone**

    (a) West Side of Locke Street South, South of Canada Street

    (b) South Side of Colbourne Street, West of James Street North

35. Residential Boulevard Parking - 80 Sanford Avenue South

36. Application to lease a portion of the boulevard of Fullerton Avenue adjacent to Nos. 583-587 Barton Street East

37. Bus Stop Relocation - East Side of Ambrose Avenue, South of Veevers Drive

38. Bus Stop Location - Rosedale and Dumbarton (Report to follow)

39. **Parking Regulations**

    (a) South Side of Macallum Street, West of Wentworth Street North

    (b) West Side of Park Street North between Barton Street and Colbourne Street

    (c) East 35th Street between Concession Street and Crockett Street

    (d) Charlton Avenue West between Locke and Dundurn Streets

    (e) In the Vicinity of Churchill

    (f) South side of Inverness Avenue, West of Upper Wentworth Street

40. Intersection Control

(a) Duff Court and Duff Street and West 2nd Street

(b) Glenayr Street at Greenshire Drive

(c) Anthony Street and Firenze Street

(d) Monte Drive and Vienna Street

(e) Brucedale Avenue and East 16th Street

(f) Dover Drive and Catalina Drive

(g) Lake Avenue and Delawana Drive

NEW BUSINESS

41. Bell Canada Pole - Tracey Street - Alderman Valeriano

BILLS

42. By-law to Incorporate Parts 1 and 4, Plan 62R-7802 into Eva Street

DELEGATIONS

43. (a) Battleridge Subdivision Phase I - Alderman Agostino

(b) Cost Sharing of retaining wall - 110 San Francisco Drive - Alderman Murray

(c) Request for Angled Driveway - 447 Herkimer Street - Alderman Cooke

(d) Parking Regulations - Bold Street Between Pearl and Ray Streets - Ms. Trigiani

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Proposed Closing of Access to Alley - Head & Lamoreaux Street	Oct. 20/87	Mr. Spencer	Awaiting response from applicant
2.	Intersection of Regent and McIntosh Avenue	May 26/87	Ald. Murray	Tabled until further notice - Alderman Murray
3.	Burlington and Mary Street - School Traffic Officers	July 31/87	Ald. Agro	Tabled until further notice - Alderman Agro
4.	Increasing numbers School Traffic Officers	Jan. 04/88	Mrs. Buist	Report Pending
5.	Increasing amount of road re-construction	Jan 04/88	Mr. Spencer	Report Pending
6.	Strathcona Avenue and Florence Street - School Traffic Officer	Jan 18/88	Mrs. Buist	Tabled until further notice - Alderman Kiss
7.	How S.T.O. Studies are Conducted	Jan 18/88	Mrs. Buist	Report Pending
8.	Speed of Trains	Feb 15/88	Council	Tabled by Council January 27, 1987
9.	Alternate Locations to hang banners	Feb 29/88	Mr. Spencer	Report Pending

	ITEM	ORIGINAL DATE	ACTION	STATUS
10.	Local Improvement	April 18/88	Ald. Valeriano	Tabled until Alderman Valeriano approved Province
11.	Upper Paradise Bus Route Realignment	March 29/88	Mr. Main	Report Pending

Monday, May 16, 1988
7:00 o'clock p.m.
City Clerk's Lobby

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman G. Copps, Vice Chairman
Mayor R. Morrow
Alderman M. Kiss
Alderman V. Agro
Alderman D. Agostino
Alderman T. Murray

Also present: Alderman T. Cooke
Mr. H. Schweinbenz, Commissioner of Transportation
Mr. M. Main, Director of Traffic
Mr. G. Aston, Regional Engineering
Mrs. Benice Price, Regional Police
Mr. Ogden, Ministry of Transportation
Mr. Southerns, Consultants for the GO Rail Study

Regrets: Alderman P. Valeriano
Alderman P. Cowell (on vacation)

Plan of Subdivision - DiCenzo Gardens Phase 3

The Committee approved the recommendation of the Commissioner of Engineering for the Plan of Subdivision for DiCenzo Gardens Phase 3, Hamilton, in a Report dated May 03, 1988, File No. S704-35.

Plan of Subdivision - Wisemount Forest Survey - Phase 4

The Committee approved the recommendation of the Commissioner of Engineering respecting a Plan of Subdivision for Wisemount Forest Survey - Phase 4, Hamilton, in a Report dated May 05, 1988, File No. S723-40.

Temporary Road Closure - Campbell Avenue and Brittania Avenue from Ottawa Street North

The Committee approved the recommendation of the Commissioner of Engineering respecting a temporary road closure on Campbell Avenue and Brittania Avenue from Ottawa Street North easterly to the municipal parking lot entrances to hold a side walk festival, in a report dated May 16, 1988, File No. T103-23(8).

Temporary Street Closure - Emerson Street

The Committee approved a recommendation of the Commissioner Engineering respecting a temporary street closure of Emerson Street for the West Hamilton Reunion Committee Cenotaph Dedication - Sunday, June 12, 1988, in a Report dated May 20, 1988, File No. T103-23(5).

Temporary Street Closure - Mulberry Street

The Committee approved the recommendation of the Commissioner of Engineering respecting a temporary street closure of Mulberry Street for a Religious Festival sponsored by the Lusiadas Culture and Sports Club on Saturday June 25, 1988 and Sunday, June 26, 1988, in a Report dated May 20, 1988, File No. T103-23(5).

These applications for Temporary Road Closures were approved by way of polling the members of the Committee prior to the City Council meeting held on Tuesday, May 31, 1988.

GO Rail Study

The Committee then moved to the public portion of the meeting dealing with the GO Rail Study.

The Planning and Development Committee had taken the following position with respect to GO Rail and requested that the Transport and Environment Committee hold a public meeting to solicit comments prior to a Report going to City Council:

(a) That the terminus for GO Rail be relocated at the C.P (former T.H. & B.) Station as soon as possible.

(b) That the decision on the reconstruction the Hunter Street tunnel be referred until the growth in service warrants further examination;

(c) That the CP Station be developed as a multi-model transport terminus and that the existing bus terminal be transferred to this station;

(d) That the opening of the new terminus coincide with any improvement and/or changes to the HSR operations and the transferring of the existing bus terminal;

(e) That the maximum GO Train Frequency, including two-way service, be provided as soon as the new terminus is open and the operations be integrated with GO bus services;

(f) That the Waterdown station be treated as a component of the initial project to provide commuter parking to serve the entire Region;

(g) That the new terminus be developed as a mixed use development, including general purpose parking;

(h) That, the new terminus be of a high quality design, and that the Urban Design Committee be requested to:

i. review any proposed CP Station development with participation by the public; and,

ii. prepare guidelines for development in the area surrounding the CP station with participation by the public;

(i) That every effort be made to retain and enhance the CP building as part of any development of the terminus;

(j) That the Neighbourhood Associations and other interested groups participate in the process of identifying impacts and developing measures to mitigate adverse social and environmental impacts and enhance the social and physical environment, as part of the current study;

(k) That the Central Area Plan Implementation Committee review this report and recommendations as further information is received and report back to the Planning and Development Committee.

Mr. Hienz Schweinbenz, Mr. Ogden from the Ministry of the Transportation and Mr. Southerns the Consultant for the GO Rail Study reviewed the process of the Go Train Service Expansion Program Study for the members of the public and Committee members present.

It was indicated that the recommendations would appear before the municipal Councils by May 16, 1988 followed by public reviews on May 31, June 01 and June 02 and finally an application for Environmental Assessment would be made by the fall of 1988.

T. H. & B. Station

The following people appeared before the Committee to voice their concerns with respect to the selection of the T.H. & B. Station on Hunter to replace the current C.N. site at the downtown terminus for the GO Rail Service:

Mr. John McCallum, President of Transport 2000
Ms. J. Creighton, former Torontonian
Ms. Julie Toss, Hamilton
Mrs. Carol Barbie, Hamilton
Mrs. Brandino, James Street North, Hamilton
Reverend Burridge, James Street North, Hamilton
Mr. Simmons, Bay Street North, Hamilton
Mr. Sid Leon, James Street North , Hamilton
Mrs. Simmons, Bay Street North, Hamilton
Mr. David Stowe, Transport 2000
Mr. Arthur Lomax
Mr. Morganstern, James Street North, Hamilton
Mr. Don Jaffery, Social Planning and Research Council
Ms. Delores Marks

Mr. John Kuricki, currently residing on the Hamilton mountain advised the Committee that he was in favour of the T.H. & B. location for the GO Rail Terminus.

Alderman Agro moved that the report of the Planning and Development Committee recommending the points outlined earlier in the meeting, however his motion received no seconder.

Alderman Agostino moved that the Committee recommend that the C.N. location be selected as the terminus for the GO Train and his motion received no seconder.

NO ACTION TAKEN on the GO Rail Study Recommendati

It was agreed by the Committee that the Planning and Development Committee be advised that no action was taken on the GO Rail Study recommendation forwarded to the Transport and Environment Committee by the Planning and Development Committee.

Adjournment.

There being no further business the meeting was adjourned,

TAKEN AS READ AND APPROVED,

R. C. Prowse,
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

Monday, June 20, 1988
3:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman G. Copps, Vice Chairman
Alderman M. Kiss
Alderman V. Agro
Alderman P. Valeriano
Alderman D. Agostino
Alderman P. Cowell
Alderman T. Murray

Also present: Mr. J. Pavelka, Director of Public Works
Mr. M. Main, Director of Traffic
Mr. Kirchnoph, Hamilton Street Railway
Mr. G. Aston, Regional Engineering
Mr. M. Watson, Property Department
Mr. Vince Mauceri, Hamilton Street Railway
Ms. G. Lake, Regional Laboratories
Mr. Bernice Price, Safety Council
Mrs. Diane Buist, Regional Police Department

Regrets: Mayor R. M. Morrow (Civic Business)

Adoption of minutes

The Committee approved the Monday, April 18, 1988 and Monday, May 02, 1988 minutes of the meetings of the Transport and Environment Committee as circulated.

Supply and Delivery - GVW Diesel Truck Chassis

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of One 34,000 lbs. GVW Diesel Truck Chassis complete with Street Flusher and Hyrdostatic Drive Pump Mounted:

That a purchase order be issued to Altruck Transportation Services, Hamilton in the amount of $78 132.60 for the supply and delivery of One (1) 34 000 lbs. GVW Diesel Truck Chassis complete with Street Flusher and Hydrostatic Drive Pump Mounted for the Central Division of the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of two (2) tenders received. Funds provided in.

Rental of Motor Graders and Labour for Snow Removal

The Committee approved the following recommendation of the Manager of Purchasing respecting the Rental of Motor Graders and Labour for Snow Removal for the Public Works Department:

(a) That purchase orders be issued for the Rental of Motor Graders and Labour for Snow Removal in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders.

(b) The term of the agreement shall be from November 10, 1988 to December 31, 1988, with an option in favour of the City to extend for an additional two one (1) year terms, ending April 30, 1991.

(c) All tenders are being accepted on the basis of the lowest bidder's equipment being used first and then the subsequent bidders are contacted as required.

Rental of Snow Removal Equipment and Labour for the Public Works Department

The Committee approved the following recommendation of the Manager of Purchasing respecting the Rental of Snow Removal Equipment and Labour for the Public Works Department:

(a) That purchase orders be issued for the Rental of Snow Removal Equipment and Labour in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders.

(b) That the term of the agreement shall be from November 10, 1988 to December 31, 1988, with an option in favour of the City to extend for an additional two one (1) year terms, ending April 30, 1991.

Tenancy Agreement with Leslie and Rosalie Voros - 332 Magnolia Drive

The Committee approved the following recommendation of the Director of Property respecting a Tenancy Agreement with Leslie and Rosalie Voros at 332 Magnolia Drive:

(a) That the leasing of 322 Magnolia Drive to Leslie and Rosalie Voros be approved.

(b) The tenancy is to commence on May 26, 1988 and terminate on July 31, 1988. The monthly rental will be $400 including taxes.

(c) That the Mayor and City Clerk be authorized to execute the Acknowledgement and Agreement documents.

1' Reserve on Rochele Avenue to 712169 Ontario Limited

The Committee approved the following recommendation of the Director of Property respecting the Sale of a 1' Reserve on Rochèle Avenue to 712169 Ontario Limited:

That an Offer to Purchase a 1' Reserve on Rochelle Avenue executed by Gino Malatesta, Tony Malatesta and Tony Malatesta on behalf of 712169 Ontario Limited carrying on business as Homes by Malatesta on May 24, 1988 and scheduled for closing on August 12, 1988 be approved and completed.

NOTE: The parcel which is surplus to roadway requirements has a frontage of 253.54 feet (77.27 metres) along the westerly limit of Rochelle Avenue by a depth of one foot (0.3 metres) and is shown as Parts 1 - 6 on Plan 62R-9438. The purchase price of $2 is to be credited to account 0280-02.

Sale of 128 Guildwood Drive to Farrukh and Farida Qureshi

The Committee approved the following recommendation of the Director of Property respecting the Sale of 128 Guildwood Drive to Farrukh and Farida Qureshi:

That an Offer to Purchase 128 Guildwood Drive executed by Farrukh Qureshi and Farida Qureshi on April 29, 1988 and scheduled to close on August 1, 1988 be approved and completed.

NOTE: The property to be sold is composed of Lot 1, Plan M-224 and part of Block C, Plan M-210, having a frontage along the northerly limits of Guildwood Drive of 12.192 metres (40 feet) by a depth of 45.72 metres (150 feet) containing an area of .054 hectares (.135 acres) together with all structures erected thereon and known as Municipal No. 128 Guildwood Drive, along with Schedules "A" and "B" which form a part of the Offer to Purchase for the sale price of $105 000 which is to be credited to Account #0408-X95056.

A certified deposit cheque in the amount of $5 000 is being held by the City Treasurer pending approval of this transaction. On closing a 5% real estate commission will be paid to Chris Bahl Real Estate, 636 Upper James Street, Suite 301, Hamilton, Ontario, whose agent, Chris Bahl, acted in this matter.

Sale of an Unopened Road Allowance on Melissa Street

The Committee approved the following recommendation of the Director of Property respecting the Sale of an Unopened Road Allowance on Melissa Street:

(a) That an Offer to Purchase executed by Gordon Bigelow and Muriel Bigelow on May 9, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed road allowance of Melissa Street be approved and completed.

NOTE: This portion of the road allowance has a frontage along the easterly limit of Upper Wellington Street of 41 feet (12.49 metres) by a depth of 193 feet (58.82 metres) shown as Parts 1 and 3 on attached copy of an unregistered Plan prepared by A. J. Clarke and Associates. The purchase price of $31 060 is to be credited to account 0280-02. A certified deposit cheque in the amount of $3 000 is being held by the City Treasurer pending approval of this transaction.

(b) That an Offer to Purchase executed by Andrew Brouwer on May 16, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed road allowance of Melissa Street be approved and completed.

NOTE: This portion of the road allowance has a frontage along the easterly limit of Upper Wellington Street of 25 feet (7.62 metres) by a depth of 193 feet (58.82 metres) shown as Parts 2 and 4 on attached copy of unregistered Plan prepared by A. J. Clarke and Associates. The purchase price of $18 940 is to be credited to account 0280-02. A certified deposit cheque in the amount of $2 000 is being held by the City Treasurer pending approval of this transaction.

It is understood and agreed that these Offers are conditional upon a Judge's Order being granted to close the road allowance of Melissa Street, and the passage of a by-law to sell the herein described land.

Sale of an Alleyway between 145-147 Grant Avenue

The Committee approved the following recommendation of the Director of Property respecting the Sale of an Alleyway between 145-147 Grant Avenue:

(a) That an Offer to Purchase executed by John Soleas on June 2, 1988 and schedule for closing 60 days after the enactment of a by-law to sell the closed alleyway between 145-147 Grant Avenue be approved and completed.

(b) That an Offer to Purchase executed by Elene Onen, Adnan Balli and Evelyn Balli on June 8, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed alleyway between 145-147 Grant Avenue be approved and completed.

NOTE: This alleyway has a frontage along the easterly limit of Grant Avenue of 12 feet (3.65 metres) by a depth of 80 feet (26.24 metres). Each owner will be purchasing a parcel 6 feet by 80 feet (more or less). The purchase price of $1 for each parcel is to be credited to account #0280-02.

It is understood and agreed that these Offers are conditional upon a Judge's Order being granted to close that portion of the alleyway between 145-147 Grant Avenue and the passage of a by-law to sell the herein described land.

Purchase of Land from Cochren Construction Limited for the Extension of Greenhill Avenue

The Committee approved the following recommendation of the Director of Property respecting the Purchase of Land from Cochren Construction Limited for the Extension of Greenhill Avenue:

That an Option to Purchase a parcel of land for the extension of Greenhill Avenue, shown as Part 3 on Plan 62R-4377, executed by Thomas Cochren, President of Cochren Construction Co. Limited on May 2, 1988 and scheduled for closing on or before August 22, 1988 be approved and completed.

NOTE: The subject property which is required by the City for roadway purposes is composed of part of Lot 28, Concession 4, and contains 21 451.73 square feet (.492 acres) more or less shown as part of Part 3 on Plan 62R-4377. The purchase price of $35 000 is to be charged to account 0280-02.

Expropriation for Sewers and Roadway Purposes of Kingsberry Gardens, Phase 4, Part of Lot 3, Concession 6, Barton

The Committee approved the following recommendation of the Director of Property respecting the Expropriation for Sewers and Roadway Purposes of Kingsberry Gardens, Phase 4, Part of Lot 3, Concession 6, Barton:

(a) That the Director of Property be authorized to acquire lands (part of Lot 3, Concession 6, Barton, comprising approximately 7,320 square feet) from S. Wise Construction Ltd. which are required for sewers and roadway purposes for the Kingsberry Gardens (Phase 4) draft plan of subdivision, in order to implement the approved Lisgar Neighbourhood Plan: the necessary expenditures be charged to account #0280-12.

(b) That in the event the Director of Property is unsuccessful in negotiating the purchase of the required lands, the City Solicitor be authorized and directed to initiate expropriation proceedings, and, the Director of Property be authorized to retain an independent fee appraiser to prepare an appraisal of market value. The costs are to be charged to account #0280-12.

Expropriation for Municipal Purposes Boxinbaum - 1477 Upper James Street

The Committee approved the following recommendation of the Director of Property respecting the Expropriation for Road and Municipal Purposes: Boxinbaum - Part of 1477 Upper James Street:

(a) That the City Solicitor be authorized and directed to initiate expropriation procedures to acquire part of the lands known as 1477 Upper James Street, being part of Lot 14, Concession 8 in the former Township of Barton, for roadway and other municipal purposes, and

(b) That the Director of Property be authorized to retain an independent fee appraiser to prepare an appraisal of market value suitable for service pursuant to Section 25(2) of the Expropriations Act.

Highway Expropriation - Offer of Compensation and Notice of Possession

The Committee approved the following recommendation of the City Solicitor respecting Highway Expropriation - Offer of Compensation and Notice of Possession:

That the City Clerk be authorized and directed to:

(a) Sign and serve Notice in accordance with Section 41 of The Expropriation Act that possession of the property to the rear vacant land portion of 163 Centennial Parkway North, expropriated on February 3, 1988 for roadway and municipal purposes pursuant to Expropriation By-Law 88-24 enacted on January 26, 1988, is required;

(b) Sign and serve Offers of Compensation for the expropriated land as follows:

$31 000	Former Owner:	Peter Rybak
		The Spouse of Peter Rybak
$1	Tenants:	Erna Rybak Alexander Motel

Additional Cost Sharing for David Ben Survey Addition

The Committee approved the following recommendation of the Commissioner of Engineering respecting Additional Cost Sharing for David Ben Survey Addition:

That the City's Share of the cost of fencing for "David Ben Survey Addition" be increased by $735 to $4 464 and that the Executive Committee recommend the source of funding for these additional costs.

Annual Overload Permit for K's Transport Inc.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Annual Overload Permit for K's Transport Inc.:

(a) That in accordance with By-Law 66-100 that K's Transport Inc. be given an annual overload permit for the year 1988 for ten tractor trailers for a total fee of $10 197.

(b) That 11% or $1 121.67 be credited to City Account No. 0310-0121 (Overload Permit Fees), and that 89% or $9 075.33 be credited to Regional Account No. 0308-7610.

Charge for Overload Permits

It was moved by Alderman Valeriano seconded by Alderman Copps that Staff report back to the Committee on what formula was used by other major cities to determine the amount to charge for Overload Permits. Carried.

Temporary Road Closure - Campbell Avenue and Britannia Avenue from Ottawa Street North easterly to the Municipal Parking Lot entrances to hold a Craft Festival

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Temporary Road Closure on Campbell Avenue and Britannia Avenue from Ottawa Street North easterly to the Municipal Parking Lot entrances to hold a Craft Festival:

That the application of Diane Morris, on behalf of the Ottawa Street B.I.A., requesting permission to temporarily close Campbell Avenue and Britannia Avenue, from Ottawa Street North, easterly to Municipal Parking Lot Entrances (approximately one-half block), on Saturday and Sunday, September 17 and 18, 1988, from 10:00 a.m. to 5:00 p.m. to hold a Craft Festival, be approved, provided:

(a) That the applicant provide proof of $1 000 000 public liability insurance, naming the City and Region as added insured parties with a provision for cross liability, and holds the City and Region harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;

(b) That the applicant reimburse the Regional Police, and the Hamilton Street Railway for any extra costs incurred by these agencies;

(c) That no property owner or resident within the barricaded area will be denied access to their property upon request;

(d) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control, will be subject to the direction of the Regional Police Department, and at the expense of the organizing group.

(e) That operation of the sale does not interfere with hydrants, pedestrian traffic along the sidewalk, nor at bus stop areas. A minimum of 1.5m of unobstructed sidewalk must remain open for pedestrian traffic; and

(f) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City or the Region.

Boulevard Cafe Licence - Lorenzo's Restaurant 21 Augusta Street

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Boulevard Cafe Licence Application for Lorenzo's Restaurant on 21 Augusta Street:

That the application of Ms. D. Lang, proprietor of "Lorenzo's Restaurant" at 21 Augusta Street, on behalf of the owners of 21 Augusta Street, George and Arlene Britton, requesting permission to establish an outdoor boulevard Cafe, measuring 4.17m (13.70') by 7.64m (25.08'), on the boulevard of Augusta Street, consisting of patio stone paved surface and ornamental iron boundary fence, maximum height 1.21m (4.0'), around the cafe perimeter be approved, during the pleasure of Council provided that:

(a) The owner's prepare a Licencing Agreement, satisfactory to the City Solicitor, and the Commissioner of Engineering, to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) A first year fee of $429.76, and subsequent Seasonal Licence (from May 1 to October 31), fee of $238.76 "plus any costs that may be assessed or incurred by the Municipality, as a result of the approval granted by this licence" be set for this privilege, which fee shall be due and payable to the Corporation of the City of Hamilton, 30 days from the date of this resolution, satisfactory to the City Solicitor.

(c) The owners may occupy the licenced area of the boulevard from May 1 to October 31, and furniture, equipment, etc., must be removed from the area at all other times.

(d) The owners provide proof of $1 000 000 public liability insurance, naming the City of Hamilton as an added insured party, with a provision for cross-liability, and deliver the policy, or a certified copy or certificate thereof to the City Solicitor, and maintain the policy during the currency of the agreement, and deliver annually a renewal certificate of the policy to the City Clerk.

(e) The owners conform without exception, to the "Proposed Policy and Procedure Guidelines for Outdoor Boulevard Cafes" as adopted by Council on August 28, 1984; and as amended on July 30, 1985.

Boulevard Cafe Licence - Cecil's Tavern - 111 to 113 James Street North

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Boulevard Cafe Licence Application for Cecil's Tavern - 111 to 113 James Street North:

That the application of Mr. I. Cvetkovic, owner of the above-mentioned property, requesting permission to establish an Outdoor Boulevard Cafe measuring 2.13m (7.0') by 15.24m (50.0'), on the Vine Street road allowance abutting Nos. 111-113 James Street North be approved, during the pleasure of City Council provided that:

(a) The owner's prepare a Licencing Agreement, satisfactory to the City Solicitor, and the Commissioner of Engineering, to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) A first year fee of $628.50, and subsequent Seasonal Licence (From May 1 to October 31), fee of $437.50 "plus any costs that may be assessed or incurred by the Municipality, as a result of the approval granted by this licence" be set for this privilege, which fee shall be due and payable to the Corporation of the City of Hamilton, 30 days from the date of this resolution, satisfactory to the City Solicitor.

(c) The owners may occupy the licenced area of the boulevard from May 1 to October 31, and furniture, equipment, etc., must be removed from the area at all other times.

(d) The owners provide proof of $1 000 000 public liability insurance, naming the City of Hamilton as an added insured party, with a provision for cross-liability, and deliver the policy, or a certified copy or certificate thereof to the City Solicitor, and maintain the policy during the currency of the agreement, and deliver annually a renewal certificate of the policy to the City Clerk.

(e) The owners conform without exception, to the "Proposed Policy and Procedure Guidelines for Outdoor Boulevard Cafes" as adopted by Council on August 28, 1984; and as amended on July 30, 1985.

Boulevard Cafe Licence - Copper John's Tavern 345 James Street North

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Boulevard Cafe Licence Application for Copper John's Tavern - 345 James Street North:

That the application of Mr. P. Jovanovich, owner of Copper John's Tavern, requesting permission to establish an Outdoor Boulevard Cafe, measuring 3.53m (11.58') x 13.12m (43.0') on the Murray Street West road allowance abutting 345 James Street North, be approved during the pleasure of City Council provided that:

(a) The owner's prepare a Licencing Agreement, satisfactory to the City Solicitor, and the Commissioner of Engineering, to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) A first year fee of $439.97, and subsequent Seasonal Licence (From May 1 to October 31), fee of $248.97 "plus any costs that may be assessed or incurred by the Municipality, as a result of the approval granted by this licence" be set for this privilege, which fee shall be due and payable to the Corporation of the City of Hamilton, 30 days from the date of this resolution, satisfactory to the City Solicitor.

(c) The owners may occupy the licenced area of the boulevard from May 1 to October 31, and furniture, equipment, etc., must be removed from the area at all other times.

(d) The owners provide proof of $1 000 000 public liability insurance, naming the City of Hamilton as an added insured party, with a provision for cross-liability, and deliver the policy, or a certified copy or certificate thereof to the City Solicitor, and maintain the policy during the currency of the agreement, and deliver annually a renewal certificate of the policy to the City Clerk.

(e) The owners conform without exception, to the "Proposed Policy and Procedure Guidelines for Outdoor Boulevard Cafes" as adopted by Council on August 28, 1984; and as amended on July 30, 1985.

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to this motion because she does not feel that they comply with the building code requirements.

Seasonal Licence - Outdoor Boulevard Cafe - Jackson Street West abutting 96 Locke Street

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Seasonal Licence for an Outdoor Boulevard Cafe for a portion of Jackson Street West Abutting 96 Lock Street:

That the request of Mr. G. Johnson, owner of the Beasley House Bistro to lease a portion of the Jackson Street West road allowance (Measuring 2.74m (9.0') x 16.28m (53.4') for the purpose of establishing an Outdoor Boulevard Cafe, be approved, during the pleasure of City Council, provided:

(a) The owner's prepare a Licencing Agreement, satisfactory to the City Solicitor, and the Commissioner of Engineering, to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That a Seasonal Licence (from May 1st to October 31st) fee of $240.03 "plus any costs that may be assessed or incurred by the Municipality, as a result of the approval granted by this licence" be set for this privilege; and that the owners pay a $191 processing and registration fee.

(c) The owners provide proof of $1 000 000 public liability insurance, naming the City of Hamilton as an added insured party, with a provision for cross liability, and deliver the policy, or a certified copy or certificate thereof to the City Solicitor, and maintain the policy during the currency of the agreement, and deliver annually a renewal certificate of the policy to the City Clerk; and

(d) The owners conform to the "Proposed Policy and Procedure Guidelines for Outdoor Boulevard Cafes" as adopted by Council on August 28, 1984; and as amended on July 30, 1985.

Closure of an Unopened Road Allowance from Stroud Road Easterly to the Ontario Hydro Right-of-Way

The Committee approved the following recommendation of the Commissioner of Engineering respecting a rescission of a Council Resolution for the Closure of an Unopened Road Allowance from Stroud Road Easterly to the Ontario Hydro Right-of-way:

That Item 60 of the 1st Report of the Transport and Environment Committee adopted by Council on 1985 December 10 authorizing the closure of the Baxter Street unopened road allowance from Stroud Road easterly to the Ontario Hydro right-of-way be rescinded.

Incorporation of City Lands into the Road Allowances

The Committee approved the recommendations of the Commissioner of Engineering respecting the incorporation of City Lands into the Road Allowances into the following Streets:

Kordun Street

(a) Kordun Street - Date of report May 09, 1988, File No. S610-03.

Crerar Drive

(b) Crerar Drive - Date of report May 03, 1988, File No. S610-03.

DiCenzo Drive

(c) DiCenzo Drive - Date of report May 09, 1988, File No. S610-03.

Acadia Drive and Twin Crescent

(d) Acadia Drive and Twin Crescent - Date of report June 10, 1988, File No. S610-01.

Rockland Avenue

(e) Rockland Avenue - Date of report May 09, 1988, File No. S610-03.

Encroachment Agreement 22 Fairholt

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Encroachment Agreement for Sidewalk Heating Cable and Wiring at 22 Fairholt Road South:

That the application of John L. Kirstein, present owner of 22 Fairholt Road South, Hamilton, to retain the following encroachment consisting of sidewalk heating cable and service wiring within an area of 3.42m x 9.14m on the Fairholt Road South road allowance be approved during the pleasure of City Council, provided:

(a) That the owner enter into an Agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(b) That a first year fee of $125, and subsequent annual fee of $20 be set for this privilege; and

(c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this Agreement.

Inadvertent Encroachment Agreements

The Committee approved the recommendations of the Commissioner of Engineering respecting the following Applications for Inadvertent Encroachment Agreements:

169 Niagara Street North

(a) 169 Niagara Street North, Date of report May 03, 1988, File No. T103-50(652).

120 Pearl Street North

(b) 120 Pearl Street North, Date of report May 03, 1988, File No. T103-50(563).

78 Vine Street

(c) 78 Vine Street, Date of report May 03, 1988, File No. T103-50(651).

Alley Abutting 9-11 Wentworth Street North

(d) Alley Abutting 9-11 Wentworth Street North, Date of report May 03, 1988, File No. T103-50(645).

477 Catharine Street North

(e) 477 Catharine Street North, Date of report May 03, 1988, File No. T103-50(649).

49 Fairleigh Crescent

(f) 49 Fairleigh Crescent, Date of report May 02, 1988, File No. T103-50(642).

32 Murray Street

(g) 32 Murray Street, Date of report May 03, 1988, File No. T103-50(648).

255-265 James Street North

(h) 255-265 James Street North, Date of report May 12, 1988, File No. T103-50(655).

109-111 Pearl Street North

(i) 109-111 Pearl Street North, Date of report May 09, 1988, File No. T103-50(656).

34 Dundurn Street North

(j) 34 Dundurn Street North, Date of report May 03, 1988, File No. T103-50(630).

116 Hess Street North
186 Cannon Street West

(k) 116 Hess Street North/186 Cannon Street West, Date of report May 16, 1988, File No. T103-50(658).

176 Sanford Avenue North

(l) 176 Sanford Avenue North (on Bristol Street), Date of report May 20, 1988, File No. T103-50(657).

350 Victoria Avenue North

(m) 350 Victoria Avenue North, Date of report May 24, 1988, File No. T103-50(659).

29-31 Tisdlae Street North

(n) 29-31 Tisdale Street North, Date of report May 30, 1988, File No. T103-50(660).

59 Kinrade Avenue

(o) 59 Kinrade Avenue, Date of report May 30, 1988, File No. T103-50(661).

68 Ferguson Avenue South

(p) 68 Ferguson Avenue South, Date of report May 30, 1988, File No. T103-50(662).

92 Grant Avenue

(q) 92 Grant Avenue, Date of report May 30, 1988, File No. T103-50(540).

358 Birch Avenue

(r) 358 Birch Avenue, Date of report June 06, 1988, File No. T103-50(629).

47 London Street North

(s) 47 London Street North, Date of report June 07, 1988, File No. T103-50(665).

66 East Bend Avenue North

(t) 66 East Bend Avenue North, Date of report June 08, 1988, File No. T103-50(667).

538 Upper James Street

(u) 538 Upper James Street, Date of report June 08, 1988, File No. T103-50(664).

Banner Display Applications

The Committee approved the recommendations of the Commissioner of Engineering respecting the following Banner Display Applications:

Hamilton District Physiotherapy Assoc.

(a) Hamilton District Physiotherapy Association from March 20, 1989 to March 27, 1988, Date of report April 26, 1988, File No. T103-37.

Creative Arts Inc.

(b) Creative Arts Inc. from July 11, 1988 to July 18, 1988, Date of report May 17, 1988, File No. T103-37.

Tropical Air Plants

(c) Tropical Air Plants Inc. from April 3, 1989 to April 17, 1989, Date of report May 17, 1988, File No. T103-37.

Hadassah Bazaar Org.

(d) Hadassah Bazaar Organization from October 30, 1989 to November 6, 1989, Date of report May 16, 1988, File No. T103-37.

Creative Arts Inc.

(e) Creative Arts Inc. from July 31, 1989 to August 14, 1989, and from November 20, 1989 to December 4, 1989, Date of report May 19, 1988, File No. T103-37.

Big Brothers Assoc.

(f) Big Brothers Association from January 9, 1989 to January 16, 1989, March 27, 1989 to April 3, 1989 and August 28, 1989 to September 4, 1989, Date of report, May 31, 1988, File No. T103-37.

Hamilton-Wentworth Catholic Separate School Board

(g) Hamilton-Wentworth Roman Catholic Separate School Board from March 06, 1989, to March 13, 1989, Date of report May 31, 1988, File No. T103-37.

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to the approval of the Banner Display Applications.

Proposed Construction of Independent Concrete Sidewalks
- Stone Church Road West, east of Upper Paradise Road

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Proposed Construction of Independent Concrete Sidewalks on Stone Church Road West, east of Upper Paradise Road:

(a) That the Transport and Environment Committee recommend to the Executive Committee that the construction of an independent concrete sidewalk at the following locations be proceeded with as local improvements pursuant to Section 12 of The Local Improvement Act, at an estimated gross cost of $24 500 as provided for in the 1988 portion of the 1988-1992 Capital Budget as Project No. 38000 - City's Share ($9 708.40) and Project No. 88000 - Owner's Share ($14 791.60):

i. Stone Church Road West, north side, from Upper Paradise Road to approximately 120m easterly;

ii. Stone Church Road West, south side, from Upper Paradise Road to approximately 48m easterly; and

iii. Stone Church Road West, south side, from approximately 193m east of Upper Paradise Road to approximately 38m easterly;

(b) That the City Treasurer be requested to recommend to the Executive Committee, the amount and source of funds for this Capital Project;

(c) That the Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and

(d) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works.

Proposed Construction of Independent Concrete Sidewalk
- East Side of Lake Avenue between
- Huckleberry Drive and Delawana Drive

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Proposed Construction of Independent Concrete Sidewalk on the East Side of Lake Avenue between Huckleberry Drive and Delawana Drive:

(a) That the Transport and Environment Committee recommend to the Executive Committee that the construction of an independent concrete sidewalk on the east side of Lake Avenue between Huckleberry Drive and Delawana Drive be proceeded with as a local improvement pursuant to Section 12 of The Local Improvement Act, at an estimated gross cost of $18 600 as provided for in the 1988 portion of the 1988-1992 Capital Budget as Project No. 38000 - City's Share ($1 400.80) and Project No. 88000 - Owner's Share ($17 199.20);

(b) That the City Treasurer be requested to recommend to the Executive Committee the amount and source of funds to be provided for this Capital Project;

(c) That the Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and

(d) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works.

Proposed Construction of Concrete Sidewalks and Curbs
- West Side of Adeline Avenue between Barton Street and Mahony Avenue

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Proposed Construction of Concrete Sidewalks and Curbs on the West side of Adeline Avenue between Barton Street and Mahony Avenue:

(a) That the Transport and Environment Committee recommend to the Executive Committee that the construction of concrete sidewalks and curbs on the west side of Adeline Avenue between Barton Street and Mahony Avenue be proceeded with as a local improvement pursuant to Section 12 of The Local Improvement Act, at an estimated gross cost of $49 700 as provided for in the 1988 portion of the 1988-1992 Capital Budget as Project No. 38000 - City's Share ($33 811.15) and Project No. 88000 - Owner's Share ($15 888.85);

(b) That the City Treasurer be requested to recommend to the Executive Committee, the amount and source of funds to be provided for this Capital Project;

(c) That the Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and

(d) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works.

Plan of Subdivision
- Rushdale Manor

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Plan of Subdivision for Rushdale Manor, Hamilton:

(a) That the submitted schedules for the estimated cost of services in "Rushdale Manor", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered; and

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.

Road Widenings
- Grays Road

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Assumption of Road Widenings on Grays Road:

That the Ministry of Transportation be advised that the City of Hamilton agrees to accept the transfer of road widenings and a portion of Frances Avenue now held by the Ministry of the east side of Grays Road north of the QEW.

1988 Bus Shelter Program

The Committee approved the following recommendation of the Commissioner of Transportation respecting the 1988 Bus Shelter Program:

(a) For the information of Council, the Transport and Environment Committee at its meeting of June 20, 1988 approved the following 40 Bus Shelters locations for the City of Hamilton.

1988 Bus Shelter Locations - City of Hamilton

1988 Bus Shelter Locations - City of Hamilton

Item Number	On Street/At Street	Corner/Side
1	Aberdeen Avenue @ Spruceside Avenue	S/E
2	Barton St. @ Brockley Dr.	N/W
3	Barton St. @ Leinster St.	S/W
4	Birch St. @ Princess St.	S/W
5	Cannon St. @ Ottawa St.	S/W
6	Chatham St. @ Locke St.	S/W
7	Dundurn St. @ Aberdeen Ave.	S/E
8	Dundurn St. @ Jones St.	N/W
9	Dundurn St. @ Stanley Ave.	N/E
10	Fennell Ave. @ Ontario Public Health Lab	N/Side
11	Garth St. opp. Glenvale Dr.	E/Side
12	Garth St. @ Limeridge Rd.	S/E
13	Garth St. opp. Mountain Crest Ave.	E/Side
14	Hess St. @ Herkimer St.	S/E
15	Hess St. @ Hunter St.	N/E
16	James St. N. @ Wood St.	N/W
17	King St. E @ Cochrane Rd.	S/W
18	King St. E. opp. Mt. Albion Rd.	N/Side
19	Limeridge Rd. @ W5th St.	S/W
20	MacNab St. @ Bold St.	S/E
21	Main St. E. @ Gage Ave.	S/E
22	Main St. W. @ Kingsmount St. S.	S/W
23	Mohawk Rd. @ Rice Ave.	S/W
24	Mohawk Rd. @ Up. Wellington	S/W
25	Nash Rd. @ Queenston Rd.	S/E
26	Queenston Rd. @ Woodman Dr.	S/E
27	Quigley Rd. opp. Albright Rd.	E/Side
28	Quigley Rd. @ Angus Rd.	E/Side
29	Sanatorium Rd. @ Chedoke Hospital	W/Side
30	Sanatorium Rd. @ Evel Pavillon	W/Side
31	St. Joseph's Dr. @ Mountwood Ave.	S/W
32	Up. Ottawa St. @ Stone Church Rd.	N/E
33	Up. Paradise Rd. @ Sanatorium Rd.	S/E
34	Up. Wellington St. @ Fennell Ave.	S/E
35	Up. Wentworth St. @ Fennell Ave.	S/W
36	Up. Wentworth St. @ Mohawk Rd.	N/W
37	Wellington St. @ Rebecca St.	S/W
38	Whitney Ave. @ Emerson St.	S/W
39	Whitney Ave. @ Ewen Rd.	S/W
40	Wilson St. @ John St.	S/W

It was moved by Alderman Cowell seconded by Alderman Murray that a temporary Bus Shelter be installed at Upper Gage and Loconder at the North East Corner. Carried.

Reestablishment of the City of Hamilton Bus Shelter Sub-Committee

It was moved by Alderman Valeriano seconded by Alderman Murray that City Council approve the reestablishment of the City of Hamilton Bus Shelter Sub-Committee and that Alderman Merling, Alderman Valeriano and Alderman Copps be appointed to sit on this Sub-Committee. Carried.

Loading Regulations - Glen Echo Public School at 140 Glen Echo Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting Loading Regulations in front of Glen Echo Public School at 140 Glen Echo Drive:

(a) That the existing "No Stopping" regulation on the west side of Glen Echo Drive between Rainbow Drive and a point 470 feet northerly therefrom be shortened such that the regulation extends to a point 370 feet north of Rainbow Drive; and

(b) That a "No Stopping" regulation be implemented on the west side of Glen Echo Drive commencing at a point 370 feet north of Rainbow Drive and extending to a point 100 feet northerly therefrom; and

(c) That City Traffic By-law 66-100 be amended accordingly.

Wheel Chair Loading Zone - Southside of Clinton Street East of Bruce Street

The Committee approved the following recommendation of the Director of Traffic Services respecting a Wheelchair Loading Zone on the southside of Clinton Street East of Bruce Street:

(a) That a "No Stopping, Wheelchair Loading Only" regulation be implemented on the south side of Clinton Street commencing at a point 53 feet east of Ruth Street and extending to a point 32 feet easterly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Membership in the Ontario Traffic Conference

The Committee approved the following recommendation of the Director of Traffic Services respecting Membership in the Ontario Traffic Conference:

(a) That the Director of Traffic Services and the Manager of Operations be appointed as members of the Ontario Traffic Conference;

(b) That two members of the Transport and Environment Committee be appointed as members of the Ontario Traffic Conference.

Consolidation of Schedule 22 (Hamilton Street Railway Bus Routes)

The Committee approved the following recommendation of the Director of Traffic Services respecting the Consolidation of Schedule 22 (Hamilton Street Railway Bus Routes) of By-law 66-100 to Regulate Traffic:

(a) That Schedule 22 (Hamilton Street Railway Bus Routes) of the City By-law 66-100 be consolidated; and

(b) That City Traffic By-law be amended accordingly.

Neighbourhood Watch Program - North End East Neighbourhood

The Committee approved the following recommendation of the Director of Traffic Services respecting Neighbourhood Watch Program for the North End East Neighbourhood:

(a) That the North End East neighbourhood be designated as a Neighbourhood Watch Area; and

(b) That Neighbourhood Watch Signs for the North End East neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and

(c) That the necessary finds be charged to account No. 0345-0560 (Neighbourhood Watch Program).

Neighbourhood Watch Signs for the City of Hamilton

The Committee approved the following recommendation of the Director of Traffic Services respecting Neighbourhood Watch Signs for the City of Hamilton:

(a) That City Council adopt the sign appended hereto as Schedule "C" as the official neighbourhood watch sign for the City of Hamilton; and

(b) That the new official neighbourhood watch sign for Hamilton be manufactured and erected in new neighbourhood watch areas and that the old neighbourhood watch signs be replaced on a maintenance basis.

Discharge of a Residential Boulevard Parking Agreement - 55 West Avenue South

The Committee approved the following recommendation of the Director of Traffic Services respecting the Discharge of a Residential Boulevard Parking Agreement at 55 West Avenue South:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 191398 C.D. to the Property at No. 55 West Avenue South be discharged, at the property owner's expense; and

(b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and

(c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement.

Discharge of a Residential Boulevard Parking Agreement - 288 Homewood Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting the Discharge of Residential Boulevard Parking Agreement at No. 288 Homewood Avenue:

(a) That the existing residential boulevard parking agreement between the City and James Raymond Richards and Johanne Poulin, registered as Instrument No. 453039 C.D. to the property at no. 288 Homewood Avenue be discharged, at the property owners expense; and

(b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and

(c) That the City Treasurer be directed to revise the billing records accordingly.

Intersection Control - Haddon Avenue and Marion Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting Intersection Control at Haddon Avenue and Marion Avenue:

(a) That eastbound traffic on Haddon Avenue be required to stop for northbound and southbound traffic on Marion Avenue; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control - Rockland Avenue and Templemead Drive and Lowcrest Avenue and Templemead Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting Intersection Control at the intersections of Rockland Avenue and Templemead Drive and Lowcrest Avenue and Templemead Drive:

(a) That a stop sign be erected to require that southbound traffic on Lowcrest Avenue be required to stop for eastbound and westbound traffic on Templemead Drive; and

(c) That a stop sign be erected to require that northbound traffic on Rockland Avenue be required to stop for eastbound and westbound traffic on Templemead Drive; and

(c) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control - King and Emerald Streets

The Committee approved the following recommendation of the Director of Traffic Services respecting Intersection Control at the intersection of King William and Emerald Streets:

(a) That a four-way stop control be implemented at the intersection of King William and Emerald Streets; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control - Park Plaza Drive and Parkwood Crescent

The Committee approved the following recommendation of the Director of Traffic Services respecting Intersection Control at the intersection of Park Plaza Drive and Parkwood Crescent:

(a) That no action be taken on the request for three-way stop control at the intersection of Park Plaza Drive and Parkwood Crescent.

(b) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control - Rowntree and Ramsden Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting Intersection Control at the intersection of Rowntree and Ramsden Drive:

(a) That stop controls be implemented at the intersection of Rowntree Drive and Ramsden Drive such that east/west traffic on Rowntree Drive will be required to stop; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control - Granoaks Drive and Southampton Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting Intersection Control at the intersection of Grandoaks Drive and Southampton Drive:

(a) That northbound traffic on Grandoaks Drive be required to stop eastbound and westbound traffic on Southampton Drive; and

(b) That City Traffic By-law 66-100 be amended accordingly.

School Traffic Officers - Stinson Street at Victoria Avenue, Erie Avenue and Emerald Street

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for School Traffic Officers at Stinson Street at Victoria Avenue, Erie Avenue and Emerald Street:

In accordance with the recommendations of the Hamilton-Wentworth Regional Police Department,

(a) That a School Traffic Officer be assigned to the Intersection of Emerald Street and Stinson Street; and

(b) That the Finance Committee be requested to recommend a method of financing $3 350 to cover the cost of assigning a School Traffic Officer to the intersection of Emerald Street and Stinson Street for the remainder of 1988.

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to this motion.

School Traffic Officer - Britannia Avenue and McLaren Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Traffic Officer at the intersection of Avenue and McLaren Avenue:

(a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer be assigned to the intersection of Britannia Avenue and McLaren Avenue for the morning and evening crossing periods only; and

(b) That the Finance Committee be requested to recommend a method of financing the sum of $2 700, to cover the cost of assigning a School Traffic Officer to the intersection of Britannia and McLaren for the remainder of 1988.

Parking Regulations - Dover Drive between Champlain Avenue and Greensford Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on Dover Drive between Champlain Avenue and Greensford Drive:

(a) That parking be prohibited between 8:00 a.m. and 4:00 p.m. Monday to Friday, on the north side of Dover Drive between Champlain Avenue and Greenford Drive; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - West Side of Dundurn Street South, North of Glenshide Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations at the West Side of Dundurn Street South, North of Glenside Avenue:

(a) That stopping be prohibited on the west side of Dundurn Street South commencing at Glenside Avenue and extending to a point 66 feet northerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - Aurora Street between Charlton Avenue East and Forest Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations at Aurora Street between Charlton Avenue East and Forest Avenue:

(a) That a "Permit Parking" regulation be implemented on both sides of Aurora Street between Charlton Avenue East and Forest Avenue; and

(b) That the Director of Traffic Services be authorized to issue one parking permit, upon request, to one resident of each of the 13 residential properties abutting the block, and any additional permits (to a maximum of 14) on a first come first served basis; and

(c) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - North Side of Foster Street between Walnut Street South and Ferguson Avenue South

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations at the north side of Foster Street between Walnut Street South and Ferguson Avenue South:

(a) That a "One Hour Parking Time Limit" regulation be implemented on the north side of Foster Street between Walnut Street South and Ferguson Avenue South, in combination with the existing "No Parking, 1:00 p.m. to 4:00 p.m., second Thursday each month, April to November" regulation and

Parking Regulations - West Side of Montcalm Drive, South of Lynbrook Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations at the West Side of Montcalm Drive, South of Lynbrook Drive:

(a) That stopping be prohibited on the west side of Montcalm Drive commencing at Lynbrook Drive and extending to a point 72 feet southerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - East Side of Magnolia Drive, North of Mohawk Road West

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations at the East side of Magnolia Drive, North of Mohawk Road West:

(a) That the existing "No Stopping Anytime" regulation presently signed on the east side of Magnolia Drive commencing 272 feet north of Mohawk Road West and extending to a point 83 feet northerly therefrom, be extended such that it commences at a point 245 feet north of Mohawk Road West and extends to a point 110 feet northerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - East 33rd Street and Crockett Street

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations at the East 33rd Street and Crockett Street:

(a) That in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit" regulation be implemented on both sides of East 33rd Street between Concession Street and Crockett Street; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - No. 56 Adis Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations at No. 56 Adis Avenue:

(a) That the existing parking prohibition on the north side of Adis Avenue which commences at a point 47 feet west of the west curb line of Napoli Drive and extends to a point 239 feet westerly therefrom be extended, such that the regulation commences at the west curb line of Napoli Drive and extends to a point 286 feet westerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - East side of Birch Avenue (westerlyleg) South of Barton Street East

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations at the East side of Birch Avenue (Westerlyleg) South of Barton Street East:

(a) That parking be prohibited on the east side of Birch Avenue (westerly leg) between Barton Street East and the southerly end; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - West side of East 27th Street, South of Concession Street

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations at the West Side of East 27th Street, South of Concession Street:

(a) That the existing parking prohibition on the west side of East 27th Street between Concession Street and a point 152 feet southerly therefrom be extended, such that the prohibition extends to a point 171 feet south of Concession Street; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - Claudette Gate East of Garth Street

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations at Claudette Gate East of Garth Street:

(a) That a full-time parking prohibition be implemented on the north side of Claudette Gate between Garth Street and the easterly end; and

(b) That unrestricted free parking be allowed on the south side of Claudette Gate between Garth Street and the easterly end; and

(c) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - Bold Street between Pearl and Ray Streets

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations at Bold Street between Pearl and Ray Streets:

(a) That parking be prohibited on the south side of Bold Street between Pearl and Ray Streets; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - Park Street North between Cannon Street and Vine Street

An item respecting Parking Regulations on Park Street North between Cannon Street and Vine Street was tabled at the request of Alderman Agro who indicated that he would investigate this matter.

TABLED

Parking Regulations - East 28th Street between Fennell Avenue East and Brucedale Avenue East

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on East 28th Street between Fennell Avenue East and Brucedale Avenue East:

(a) That an "Alternate Side Parking" regulation be implemented on East 28th Street between Fennell Avenue East and Brucedale Avenue East such that parking is prohibited:

- on the east side of the street during the months of December, January, February and March, and from the first to the fifteenth of April, May, June, July August, September, October and November; and

- on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

(b) That the existing "No Parking, 8:00 a.m. - 12:00 noon, second Thursday, April - November" be removed from the east side of the street, and the existing "No Parking, 8:00 a.m. - 12:00 noon, second Friday, April - November" be removed from the west side of the street, and

(c) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - West 33rd Street between Sanatorium Road and Elmwood Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on West 33rd Street between Sanatorium Road and Elmwood Avenue:

(a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 33rd Street between Sanatorium Road and Elmwood Avenue; and

(b) That City Traffic By-law 66-100 be amended accordingly.

NO ACTION TAKEN Litter container on the south/east corner of Upper Wentworth and Mohawk Road

No action was taken with respect to an item dealing with a request for a litter container on the south/east corner of Upper Wentworth and Mohawk Road.

The Committee authorized the Chairman or his designate to attend the Water Pollution Control Federation in Dallas, Texas on October 3-6, 1988:

Gosford Drive

It was moved by Alderman Cowell seconded by Alderman Valeriano that the Sale of Gosford Drive be delayed until the Freeway Steering Committee has an opportunity at its next meeting to report back to the Transport and Environment Committee with a recommendation which would accommodate the reopening of Gosford Drive to Gilcrest in the Gurnett Neighbourhood. Carried.

Bills

The following Bills were introduced:

(a) B-47 By-law respecting the construction of local improvements of an independent concrete sidewalk on the south side of Mohawk Road West between Upper Horning Road and the west City limits.

(b) B-48 By-law to Widen Enola Avenue by Incorporating therein Block "C" Plan 62M-219.

(c) B-49 By-law to Widen Eaglewood Drive by Incorporating therein Block "F", Plan 62M-219 and Block 46, Plan 62M-472.

(d) B-50 By-law to Widen Presidio Drive by Incorporating therein Part 9, Plan RC-H-282.

(e) B-51 By-law respecting the construction of local improvements of an independent concrete sidewalk on the east side of Upper Wentworth Street from Limeridge Road to Southpark Avenue.

(f) B-52 By-law to Widen Royalvista Drive by Incorporating therein Parts 1 and 3, Reference Plan 62R-9436.

(g) B-53 By-law to close that portion of Beach Road designated as Parts 1 and 2, Plan 62R-9321.

(h) B-54 By-law to close that portion of Megna Court shown as Block "H" on Plan M-285.

(i) B-55 By-law to Amend By-law 66-100 to Regulate Traffic.

(j) B-56 By-law to Amend By-law 66-100 to Regulate Traffic.

Delegations

Having finished with regular business, the Committee adjourned to the delegation portion of the agenda.

There were present: Alderman H. Merling, Chairman
Alderman G. Copps, Vice Chairman
Alderman M. Kiss
Alderman P. Valeriano
Alderman D. Agostino
Alderman P. Cowell
Alderman T. Murray

Also present: Alderman T. Cooke
Alderman J. Gallagher

School Traffic Officer - Inverness Avenue and Elcho Street

Mr. Walter Muchin merchant of 97 Highcliffe Avenue Ms. Caroline Merrit of 35 Rosedene and George Penfold of Rosedene Avenue appeared before the Committee requesting that School Traffic Officer be assigned to the Intersection of Inverness Avenue and Elcho Street. After considerable discussion it was moved by Alderman Copps that:

(a) That a School Traffic Officer be assigned to the intersection of Inverness Avenue and Elcho Street.

(b) That the Finance Committee be requested to recommend the method of funding approximately $2 500 for the remainder of 1988. Carried.

Loading Regulations - Barton and Wentworth Cannon and Leeming Streets

Mr. Edward Ordowich of 76 Leeming, Ms. Kathleen Buchanan of 88 Leeming, Mr. Jim Buchanan of 88 Leeming, Ms. Barbara Tomasetti of 100 Leeming, Mr. Cameron Buchanan of 88 Leeming and Mr. Tomasetti of 100 Leeming appeared before the Committee with respect to an item dealing with Loading Regulations in the alleyway bounded by Barton and Wentworth Cannon and Leeming Streets. The above delegation was requesting that no stopping signs be placed on the alleyway bounded by Barton, Wentworth, Cannon and Leeming Street.

No Stopping Signs - Alleyway bounded Barton, Wentworth, Cannon and Leeming Streets

Mr. Benny Bombardieri of 448 Barton Street East, Mr. Frank Paletta Solicitor for Mr. Bombardieri and Mr. Richard Cooper of ABC Fine Apparel located on the top floor of 448 Barton Street East appeared before the Committee apposed to the petition to have no stopping signs placed in the alleyway bounded by Barton, Wentworth, Cannon and Leeming Streets.

After considerable discussion it was moved by Alderman Valeriano seconded by Alderman Copps that no parking from 9:00 to 12:00 and no stopping from 12:00 to 5:00 p.m. be placed in the alleyway. This item was lost.

It was further moved by Alderman Murray seconded Alderman Agostino that:

(a) That no action be taken on the petition to erect "No Stopping" signs in the alleyway bounded by Barton, Wentworth, Cannon and Leeming Streets; and

(b) That Bomer Manufacturing, 448 Barton Street East, be requested to place a portable sign at the entrance to the alleyway to inform motorists that the alleyway is blocked while loading and unloading is taking place. Carried.

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to this motion.

Parking Regulations - Charlton Avenue West between Locke and Dundurn Streets TABLED

An item respecting Parking Regulations on Charlton Avenue West between Locke and Dundurn Streets was tabled to the next meeting of the Transport and Environment Committee due to the Committees loss of a quorum.

Present at the time of tabling were Alderman Merling, Alderman Copps, Alderman Kiss, Alderman Agostino.

Adjournment

There being no further business the meeting was adjourned.

TAKEN AS READ AND APPROVED,

R. C. Prowse
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

Monday, July 18, 1988
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman G. Copps, Vice Chairman
Mayor Robert M. Morrow
Alderman M. Kiss
Alderman V. Agro
Alderman P. Valeriano
Alderman D. Agostino
Alderman P. Cowell
Alderman T. Murray

Also present: Alderman T. Cooke
Alderman B. Hinkley
Alderman D. Ross
Mr. J. Pavelka, Director of Public Works
Mr. D. Lobo, Public Works Department
Mr. M. Main, Director of Traffic
Mr. M. Watson, Property Department
Mr. T. Bradley, Manager of Purchasing
Mr. Lake, Regional Laboratories
Ms. Bernice Price, Safety Council
Sgt. Spodoni, Regional Police Department
Ms. Diane Buist, Regional Police Department

Transport 2000 Ontario - Via Rail Service

Mr. John McCullum of Transport 2000 Ontario, appeared before the Committee with the presentation of Via Rail Service.

After some discussion it was moved by Mayor Morrow seconded by Alderman Valeriano that the Region and the Chamber of Commerce be requested to join with the City of Hamilton in preparing a submission to representatives of Via Rail and the Federal Government, relative to the need for increased levels of passenger rail service between Toronto and Niagara Falls and improved passenger rail connections from Toronto to Ottawa/Montreal.

NOTE: Via Rail is committed to presenting, by mid 1989, a global twenty year plan for the development of passenger rail service in Canada. The Transport and Environment Committee feels that it is critical at this time to bring to the attention of Via Rail and the Federal Government the need for improved passenger rail service to and from the Hamilton-Wentworth Region.

Supply and Delivery of Street Sweeper Broom Stock for the Central Garage

The Committee approved the following recommendation of the Manager of Purchasing respecting the supply and delivery of Street Sweeper Broom Stock for the Central Garage:

That a purchase order be issued to Rantex Brushes Inc., Barrie in the amount of $16 291.89 for the supply and delivery of Street Sweeper Broom Stock for the Central Division of the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: The above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

Lowest of two (2) tenders received. Funds provided in Replacement Materials and Parts Account No. 0348-0267.

Appointment of Municipal Weed Inspectors

The Committee approved the following recommendation of the Director of Public Works respecting the appointment of Municipal Weed Inspectors:

That the City Solicitor be directed to amend By-law 87-144, Appointing Municipal Weed Inspectors under The Weed Control Act, by consolidating all previous appointments and appointing the following 6 new inspectors:

(a) P. Booker
(b) D. Cowan
(c) P. Christie
(d) C. Firth - Eagland
(e) D. Pomfret
(f) J. Pook

Operational Reivew of Central Garage

The Committee approved the following recommendation of the Director of Public Works respecting an Operational Review of Central Garage:

(a) That a new position titled "Manager of Central Garage" be approved, then rated to determine the appropriate salary level, and posted internally and advertised outside simultaneously, so that the position can be filled immediately, and

(b) That an existing Foreman II's position be reclassified to that of a General Foreman's position, and

(c) That the City Treasurer be requested to review the feasibility of incorporating the City's Car Fleet into the Central Garage operations, and

(d) That the Fleet Superintendent's position be reclassified as an Equipment Supervisor's position.

Garbage Collection Agreement - 860 Rymal Road East

The Committee approved the following recommendation of the City Solicitor respecting a Garbage Collection Agreement at 860 Rymal Road East:

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between the Corporation of the City of Hamilton and DiCenzo Construction Company Limited for the collection of garbage at 680 Rymal Road East.

NOTE: This Agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. The City's Garbage By-law No. 66-182 provides for such collection.

Purchase of Land by the City for Roadway and Municipal Services - 1274 Upper Wentworth Street

The Committee approved the following recommendation of the Director of Property respecting the Purchase of Land by the City for Roadway and Municipal Services - 1274 Upper Wentworth Street:

That an Option to Purchase part of the property known as 1274 Upper Wentworth Street executed by Robert S. Shelley, Sandra G. Taylor and Stephen Wm. Shelley, carrying on business as Westmount Homes on July 4, 1988 and scheduled for closing on or before September 19, 1988 be approved and completed.

NOTE: The subject property which is required by the City for roadway purposes is composed as part of Lot 11, Concession 7, formerly in the Township of Barton, now in the City of Hamilton. The subject property contains 443 square metres (4,768.57 square feet) and is shown as Part 2 on attached copy of Plan 62R-5631. The purchase price of $2 is to be charged to Account No. 0280-02. Consideration in the amount of $1 has been paid to the owner and pursuant to the agreement forms part of the purchase price.

Sale of 324 Magnolia Drive to Jack Wright and Christine Moloci

The Committee approved the following recommendation of the Director of Property respecting the sale of 324 Magnolia Drive to Jack Wright and Christine Moloci:

That an Offer to Purchase 324 Magnolia Drive executed by Jack M. Wright and Christine A. Moloci on June 24, 1988 be approved and completed.

NOTE: The property to be sold is composed of Lot 61, Plan M-188 and the western half of Block B, Plan M-178, having frontage along the southerly limits of Magnolia Drive of 12.192 metres (40 feet) by a depth of 45.72 metres (150 feet) containing an area of .054 hectares (.135 acres) and subject to a berm easement in favour of The Regional Municipality of Hamilton-Wentworth across the full width of the southerly 15.24 metres (50 feet), together with all structures erected thereon and known as Municipal No. 324 Magnolia Drive, along with Schedules "A" and "B" which form a part of the Offer to Purchase for the sale price of $112 100 which is to be credited to Account No. 0408-X95056.

A certified deposit cheque in the amount of $5 000 is being held by the City Treasurer pending approval of this transaction.

Sale of H.S.R. Lands to the City of Hamilton for the Bow Valley Drive Extension

The Committee approved the following recommendation of the Director of Property respecting the Sale of the H.S.R. Lands to the City of Hamilton for the Bow Valley Drive Extension:

That the Option to Purchase the property known as part of 973 Queenston Road, duly executed on June 23, 1988 by the Vendor, The Hamilton Street Railway Company and The Regional Municipality of Hamilton-Wentworth and scheduled for closing on August 18, 1988, be approved and completed.

NOTE: The property is more particularly described as Parts 2, 9, 10 and 11 on Plan 62R-8380. The purchase price of $1 is to be charged to Account No. 0404-26156.

Purchase of Land - 1385 Wentworth Street

The Committee approved the following recommendation of the Director of Property respecting the Purchase of Land for a Road Allowance for the Hamilton-Wentworth Roman Catholic Separate School Board part of 1385 Upper Wentworth Street:

That an Option to Purchase part of 1385 Upper Wentworth Street from the Hamilton-Wentworth Roman Catholic Separate School Board executed on June 28, 1988 and scheduled for closing on or before September 20, 1988 be approved and completed.

NOTE: The subject parcel of land is composed of part of Lot 10, Concession 8, shown as Part 1 on Survey Plan S-6930 prepared by MacKay, MacKay and Peters Limited, having an area of 2,028.85 square metres (21,839 square feet) forming a part of 1385 Upper Wentworth Street for the purchase price of $32 588, which is to be charged to Account No. 0280-02.

Proposed Construction of a Finished Roadway - Greenhill Avenue between National Drive and Summercrest Drive

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Proposed Construction of a Finished Roadway Curbs and Sidewalks on Greenhill Avenue between National Drive and Summercrest Drive:

(a) That the Transport and Environment Committee recommend to the Executive Committee that the construction of a finished roadway, curbs and sidewalks on Greenhill Avenue between National Drive and Summercrest Drive be proceeded with at an estimated gross cost of $860 000 as provided for in the 1988 portion of the 1988-1992 Capital Budget as Project No. 38002;

(b) That the Treasurer be requested to recommend to the Executive Committee, the amount and source of funds to be provided for this Capital Project; and

(c) That the Commissioner of Engineering be authorized and directed to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received.

Local Improvement - Ravenscliffe Avenue from Aberdeen Avenue to the South end TABLED

An item respecting a request for Underground Wiring to be undertaken as a Local Improvement, on Ravenscliffe Avenue from Aberdeen Avenue to the south End was tabled at the request of Alderman Agro to be brought back to the Committee at future meeting.

Relocate Hydro Pole - 20 Tracey Place Motion Lost

Mrs. Nester of 20 Tracey Place appeared before the Committee with respect to a request to have the City pay the cost of $1 000 to relocate a hydro pole in front of her property at 20 Tracey Place. After some discussion it was moved by Alderman Agostino seconded by the Mayor that the cost of relocating the Hydro Pole be paid by the City of Hamilton. This motion was lost.

No further action was taken.

Annual Overload Permit for Dofasco Inc.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Annual Overload Permit for Dofasco Inc.:

(a) That in accordance with By-law 66-100, Dofasco Inc. be given an annual overload permit for the year 1988 for one single-unit truck for a total fee of $1 717.82.

(b) That this fee of $1 717.82 be credited to City Account No. 0310-0121.

Metal Recovery Industries Inc. Waste Disposal Site at Strathearne Avenue North

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Metal Recovery Industries Inc. Waste Disposal Site at Strathearne Avenue North:

(a) That the local branch of the Ministry of the Environment be informed that the City of Hamilton has no objections to the ammendments requested for the Certificate of Approval No. A130119, issued to Metal Recovery Industries Inc., to permit the company to modify the waste tin/lead stripper solution process to recover fluorides as calcium fluoride, provided that the changes are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully.

(b) That on the basis that the application is for a minor modification to the existing process, it is felt that a public hearing is not necessary.

PPM Canada Inc. - Application for Certificate of Approval - TABLED

An item respecting an application by PPM Canada Inc. for a Certificate of Approval to carry out PCB decontamination at the Columbian Chemicals facility located at 755 Parkdale Avenue North in Hamilton, was tabled at the request of Alderman Valeriano.

Close Public Walkway between Ridley Drive and Stone Church Road West - TABLED

An item respecting the rescission of approval to close the public walkway between Ridley Drive and Stone Church Road East, was tabled at the request of Alderman Cowell who indicated he wished to contact the applicant to determine why they had failed to complete the documentation forwarded to them for the proposed closure.

The Committee adjourned to the 3:00 o'clock portion of the meeting which dealt with delegations.

School Traffic Officers - Intersection of Fennell Avenue and Clarendon|East 5th and Brucedale Avenue and East 5th

Mrs. Massi of 125 Brucedale Avenue East, Mrs. Ibay of 39 Warren and Mrs. Booker of 15 Terrace Drive appeared before the Committee requesting that School Traffic Officers be assigned to the intersections of Fennell Avenue and Clarendon/East 5th and Brucedale Avenue and East 5th. After considerable discussion it was moved by Alderman Copps seconded by Alderman Kiss that:

(a) That School Traffic Officers be assigned to the intersections of Fennell Avenue and Clarendon/East 5th and Brucedale Avenue and East 5th.

(b) That the Finance Committee be requested to recommend the source and method of financing. Carried.

Stoplight - Burlington and Mary Streets - TABLED

An item respecting a request for a stoplight at Burlington and Mary Streets was tabled at the request of Alderman Agro who indicated that he would attempt to contact Mr. Forester and bring the item back before the Committee at a future meeting.

Parking on both sides of Charlton Avenue West between Locke and Dundurn Street be permitted

Mr. Edwardo Cordero of 355 Charlton Avenue West appeared before the Committee requesting that parking on both sides of Charlton Avenue West between Locke and Dundurn Street be permitted.

It was Mr. Cordero's feeling that the speed along this stretch of road made it dangerous for the area residents and that by parking on both sides of the road it would discourage motorists from speeding.

Alderman Cooke appeared before the Committee on behalf of the residents in the area suggesting that parking be staggered from one side of Charlton to the other as a compromise to the problem.

It was moved by Alderman Kiss seconded by Alderman Agro:

(a) That on a six month trial basis, parking on Charlton Avenue West be staggered from one side of Charlton to the other between Locke and Dundurn Street; and

(b) That the Hamilton-Wentworth Regional Police be requested to step-up enforcement of speeding violations in this area. Carried.

School Traffic Officer - Intersection of Southbend Road and West 5th Street

Alderman Ross appeared before the Committee requesting a School Traffic Officer at the intersection of Southbend Road and West 5th Street.

After considerable discussion it was moved by Alderman Murray seconded by Alderman Agostino:

(a) That a School Traffic Officer be assigned to the intersection of Southbend Road and West 5th Street; and

(b) That the Finance Committee be requested to recommend the source and method of Financing. Carried.

NOTE: Voting in favour of the motion were Alderman Kiss, Alderman Copps, Alderman Agostino and Alderman Murray. Voting in Opposition were Alderman Valeriano and Alderman Agro.

Four-way stop at the intersection of Balmoral Avenue North and Campbell Avenue

Mr. Auger of 251 Balmoral Avenue North, Mrs. S. Patrick of 279 Balmoral Avenue North, Mrs. C. Curtl of 281 Balmoral Avenue North appeared before the Committee requesting the installation of a four-way stop at the intersection of Balmoral Avenue North and Campbell Avenue.

After considerable discussion it was moved Alderman Valeriano seconded by Alderman Murray that parking be reinstated on Balmoral Avenue North. Carried.

It was further moved by Alderman Valeriano seconded Alderman Agro:

(a) That a four-way stop control be implemented at the intersection of Balmoral Avenue North and Campbell Avenue; and

(b) That City Traffic By-law 66-100 be amended accordingly. Carried.

163 Montmorency Drive Snow removal charge of $226

Mr. Bourdon of 163 Montmorency Drive appeared before the Committee requesting that a $226 snow removal charge for the removal of snow on February 4, 1987 in front of his property of 163 Montmorency, be waived.

After considerable discussion it was moved by Alderman Agostino seconded by Alderman Kiss that a request of the owner of 163 Montmorency Drive, Mr. John Bourdon, to have the City waive a snow removal charge in the amount of $226, which was added to his tax bill for snow removal done by the City in 1987 be approved. Carried.

NOTE: Voting in favour of the motion were Alderman Kiss, Alderman Agro, Alderman Valeriano, Alderman Agostino. Voting in opposition were Alderman Merling, Alderman Copps and Alderman Cowell.

Hamilton Property Management - Snow removal charge - TABLED

An item respecting snow removal charges for Hamilton Property Management Inc. was tabled to the next meeting of the Transport and Environment Committee.

Having completed the delegation portion of the Agenda, the Committee reconvened in general session.

Closure of a walkway on Cranbrook Drive

Alderman Murray requested that the Committee initiate the closure of a walkway on Cranbrook Drive.

Initiate closure of walkway between Gardner

After considerable discussion it was moved by Alderman Murray seconded by Alderman Agostino that the Transport and Environment Committee initiate the Closure of the walkway between Gardner and that the fee for processing in the amount of $217, be charged to the Property and Maintenance Department. Carried.

Proposed Road|Alley Closures for the Crown Point West|Stipeley Neighbourhood

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Proposed Road/Alley Closures for the Crown Point West/Stipeley Neighbourhood:

(a) That the City Solicitor be directed to prepare a By-law for the stopping-up, closing and retaining the portion of Belview Avenue lying north of a line drawn from the south-east corner of Lot 3 to the south-west corner of Lot 30, Registered Plan 419 and Beck Street as established by By-law 2790.

(b) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act R.S.O. 1980 for an order to stop-up, close and retain the following unassumed alleys:

i. Part of the alley lying immediately west of Lots 1 to 11, inclusive, Registered Plan 419;

ii. All of the alley lying immediately north-west of Lots 18 and 19, registered Plan 419;

iii. The southerly 0.58m of the alley lying immediately north of the Reserve, Registered Plan 378, being part of the alley immediately west of Lot 18, Registered Plan 378.

(c) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act R.S.O. 1980, of City Council's intention to pass the By-law.

(d) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval of the proposed closings, pursuant to Section 48 of The Regional Act.

(e) That the City Solicitor be authorized and directed to prepare the necessary easement agreements required for Union Gas and the Region for their underground utilities on Belview Avenue and Beck Street.

Temporary Street Closures

The Committee approved the recommendations of the Commissioner of Engineering respecting the following applications for Temporary Street Closures:

(a) Sheaffe Street, from Park Street to the east end of Sheaffe Street, Hamilton Portuguese Band (from 7:00 p.m. on Saturday September 3, 1988 to 10:00 p.m on on Sunday, September 4, 1988) report dated June 21, 1988 File No. T103-23(5). - Sheaffe Street

(b) Jackson Street between Jackson Street between James Street and MacNab Streets - Religious Festival - Saturday, July 30, 1988 (from 10:00 a.m. to 2:00 p.m.) date of report July 8, 1988, File No. T103-23(5). - Jackson Street

(c) Bicycle Race - Saturday, August 13, 1988, - Cycle Hamilton Inc., date of Report July 13, 1988, File No. T103-23(2). Catharine Street between King and Main Street. - Catherine Street

(d) Bicycle Race - Sunday August 14, 1988 - Cycle Hamilton Inc., date of report July 13, 1988, File No. T103-23(2). George Street, Hess Street, Pearl Street and Ray Street. - George Street

Incorporating Certain Lands into Quincy Court

The Committee approved the following recommendation of the Commissioner of Engineering respecting Incorporating Certain Lands into Quincy Court:

That the City Solicitor be authorized and directed to prepare a By-law to Incorporate Block 20, Plan 62M-471 into Quincy Court.

Incorporating Certain Lands into Kordun Street

The Committee approved the following recommendation of the Commissioner of Engineering respecting Incorporating Certain Lands into Kordun Street:

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 63 (0.305m reserve) Plan 62m-517 and Block 27 (0.305m reserve) Plan 62M-469 into Kordun Street.

Incorporating Certain Lands into Templemead Court

The Committee approved the following recommendation of the Commissioner of Engineering respecting Incorporating Certain Lands into Templemead Court:

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 25, Plan 62M-423, into Templemead. Drive.

Incorporating Certain Lands into Merilee Crescent

The Committee approved the following recommendation of the Commissioner of Engineering respecting Incorporating Certain Lands into Merilee Crescent:

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 43, Plan 62M-495 into Merilee Crescent.

Encroachment Agreement - 32 Murray Street West

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Encroachment Agreement at 32 Murray Street West:

That Item 29 of the 10th Report of the Transport and Environment Committee adopted by Council on 1988 June 28, authorizing permission to retain an encroachment at 32 Murray Street, be rescinded.

Inadvertent Encroachment Agreements:

The Committee approved the recommendations of the Commissioner of Engineering respecting the following Inadvertent Encroachment Agreements:

440 Victoria Avenue North

(a) 440 Victoria Avenue North, date of report July 11, 1988, File No. T103-50(675).

143 Young Street

(b) 143 Young Street, date of report June 15, 1988, File No. T103-50(673).

27 Linwood Avenue

(c) 27 Linwood Avenue, date of report June 21, 1988, File No. T103-50(671).

167 Hunter Street East

(d) 167 Hunter Street East, date of report June 22, 1988, File No. T103-50(672).

279 Jackson Street West

(e) 279 Jackson Street West, date of report June 21, 1988, File No. T103-50(643).

554 James Street North

(f) 554 James Street North, date of report June 30, 1988, File No. T103-50(646).

364 Main Street West

(g) 364 Main Street West, date of report July 6, 1988, File No. T103-50(669).

Banner Display Applications:

The Committee approved the recommendations of the Commissioner of Engineering respecting the following Banner Display Applications:

Designer's Showcase Organization

(a) Designer's Showcase Organization - May 22, 1989 to May 29, 1989, date of report June 27, 1988, File No. T103-37.

United Way Organization

(b) United Way Organization - September 25, 1989 to October 2, 1989, date of report June 27, 1988, File No. T103-37.

(c) Canadian Society of Safety Engineers - May 29, 1989 to June 5, 1989, date of report June 27, 1988, File No. T103-37. — Canadian Society of Safety Engineers

(d) Y.W.C.A. - September 11, 1989 to September 18, 1989, date of report June 27, 1988, File No. T103-37. — Y.W.C.A.

(e) Hamilton Public Library - October 23, 1989 to October 30, 1989, November 6, 1989 to November 13, 1989, date of report July 4, 1988, File No. T103-37. — Hamilton Public Library

(f) World Conference for Co-Op Education - August 21, 1989 to August 28, 1989, date of report July 4, 1988, File No. T103-37. — World Conference for Co-Op Education

(g) McMaster Alumni Organization - October 9, 1989 to October 16, 1989, date of report July 4, 1988, File No. T103-37 — McMaster Alumni Organization

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to the approval of the Banner Displays and that she would like a report from staff on the actual costs of banner installations and to whether or not an increase in the fee is warranted.

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Subdivision Agreement for Appleridge Estates, Hamilton: — Subdivision Agreement - Appleridge Estates

(a) That the submitted schedules for the estimated cost of services in "APPLERIDGE ESTATES", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered;

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of subdivision, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing; and

(d) That the City's Share of the cost of services for the development ($818) be approved and that the Executive Committee recommend the source of funding for this project.

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Subdivision Agreement for Wellington Chase - Phase 2, Hamilton: — Subdivision Agreement - Wellington Chase - Phase 2

(a) That the submitted schedules for the estimated cost of services in "Wellington Chase - Phase 2", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered;

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of subdivision, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing; and

(d) That the City's Share of the cost of services for the development ($34 920.68) be approved and that the Executive Committee recommend the source of funding for this project.

It was moved by Alderman Cowell seconded by Alderman Murray:

Three-way stop control - Intersection of Park Plaza Drive and Parkwood Crescent

(a) That a three-way stop control be implemented at the intersection of Park Plaza Drive and Parkwood Crescent.

(b) That City Traffic By-law 66-100 be amended accordingly.

It was moved by Alderman Murray seconded by Alderman Agro:

Three-way stop control - Intersection of Summer Place and Gatineau Drive

(a) That a three-way stop control be implemented at the intersection of Summer Place and Gatineau Drive.

Intersection Control - Swallow Crescent

The Committee approved the following recommendation of the Director of Traffic Services respecting Intersection Control on Swallow Crescent:

(a) That westbound traffic on Swallow Crescent be required to stop for northbound and southbound traffic on Bluebird Avenue; and

(b) That eastbound traffic on Swallow Crescent be required to stop for and southbound traffic on Meadowlark Drive; and

(c) That southbound traffic on Redwing Road be required to stop for eastbound and westbound traffic on Swallow Crescent; and

(d) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control - Gurnette Drive and Gurnette Gate

The Committee approved the following recommendation of the Director of Traffic Services respecting the intersection of Gurnette Drive and Gurnette Gate:

(a) That northbound traffic on Gurnett Gate be required to stop for eastbound and westbound traffic on Gurnett Drive; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control - Cambridge Avenue and Frederick Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting the Intersection of Cambridge Avenue and Frederick Avenue:

(a) That westbound traffic on Cambridge Avenue be required to stop for northbound and southbound traffic on Frederick Avenue; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control - West 3rd Street and McElroy Road

The Committee approved the following recommendation of the Director of Traffic Services respecting the Intersection of the West 3rd Street and McElroy Road:

(a) That a four-way stop control be implemented at the intersection of West 3rd Street and McElroy Road; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Boulevard Parking Agreement - 256 Rosewood Road

The Committee approved the following recommendation of the Director of Traffic Services respecting a Boulevard Parking Agreement at 256 Rosewood Road:

That the application by Mira Realty Ltd. to lease a portion of the boulevard of Rosewood Road adjacent to No. 256 Rosewood Road be approved, provided that:

(a) The applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is $50 per year) plus taxes, if any, in addition to the $10 encroachment insurance charge approved by the City Council on 1984 February 14.

(b) The owner pays a one time $25 registration fee, as approved by the City Council on 1986 January 14.

(c) The owner pays a one time $150 processing fee, as approved by the City Council on 1988 January 12.

(d) The owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.

(e) The parking area be constructed and maintained at the owner's expense.

(f) The owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses, and loss.

Boulevard Parking - East 28th Street adjacent to 667-675 Fennell Avenue East

The Committee approved the following recommendation of the Director of Traffic Services respecting an application for a Boulevard Parking at East 28th Street adjacent to 667-675 Fennell Avenue East:

That the application by Linrold Enterprises to lease a portion of the Boulevard of East 28th Street adjacent to Nos. 667-675 Fennell Avenue East be approved, provided that:

(a) The applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is $100 per year) plus taxes, if any, in addition to the $10 encroachment insurance charge approved by the City Council on 1984 February 14.

(b) The owner pays a one time $25 registration fee, as approved by the City Council on 1986 January 14.

(c) The owner pays a one time $150 processing fee, as approved by the City Council on 1988 January 12.

(d) The owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.

(e) The parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.

(f) The owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses, and loss.

School Traffic Officer - Intersection of Franklin Road and East 27th Street

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Traffic Officer at the intersection of Franklin Road and East 27th Street:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the school traffic officer at the intersection of Franklin Road and East 27th Street be retained on a permanent basis.

School Traffic Officer - Intersection of Kenilworth Avenue South and Central Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Traffic Officer at the Intersection of Kenilworth Avenue South and Central Avenue:

(a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer be assigned to the intersection of Kenilworth Avenue South and Central Avenue for the morning and evening crossing periods only; and

(b) That the Finance Committee be requested to recommend the method of financing $1 910, to cover the cost of assigning a School Traffic Officer to the intersection of Kenilworth Avenue South and Central Avenue for the remainder of 1988.

School Traffic Officer - Intersection of Bendamere Aveneu and Columbia Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Traffic Officer at the intersection of Bendamere Avenue and Columbia Drive:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Bendamere Avenue and Columbia Drive at this time.

School Traffic Officer - Intersection of Nicklaus Drive and Albright Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Traffic Officer at the intersection of Nicklaus Drive and Albright Drive:

(a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer be assigned to Albright Road immediately east of Nicklaus Drive in front of the walkway to Elizabeth Bagshaw School; and

(b) That the Finance Committee be requested to recommend a method of financing $2 628 to cover the cost of assigning a school traffic officer to this location for the remainder of 1988.

(c) That a three-way stop control be implemented at the intersection of Nicklaus Drive and Albright Road.

(d) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - Duke Street between Hess Street South and Queen Street South

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on Duke Street between Hess Street South and Queen Street South:

(a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the south side of Duke Street between Hess Street South and Queen Street South; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - West Side of the Westerly branch of Birch Avenue, south of Barton Street East

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on the West Side of the Westerly branch of Birch Avenue, south of Barton Street East:

(a) That unrestricted parking be permitted on the west side of the westerly branch of Birch Avenue from a point 290 feet south of Barton Street East to the southerly end of the street; and

(d) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - East 34th Street between Concession Street and Crocket Street

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on East 34th Street between Concession Street and Crocket Street:

(b) That, in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit" regulation be implemented on both sides of East 34th Street between Concession Street and Crockett Street;

(c) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - Golfwood Drive between Guildwood Drive and Greencedar Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on Golfwood Drive between Guildwood Drive and Greencedar Drive:

(a) That an "Alternate Side Parking" regulation be implemented on Golfwood Drive between Guildwood Drive and Greencedar Drive such that parking is prohibited

i. on the east and south sides of the street during the months of December, January, February and March and from the first to the 15th of April, May, June, July, August, September, October and November; and

ii. on the west and north sides of the Street from the 16th to the last day of April, May, June, July, August, September, October and November; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - Cambridge Avenue between Kenilworth Avenue North and Frederick Street

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on Cambridge Avenue between Kenilworth Avenue North and Frederick Street:

(a) That unrestricted parking be permitted on the south side and a full-time parking prohibition be implemented on the north side of Cambridge Avenue between Kenilworth Avenue North and Frederick Street, in place of the existing "Alternate Side Parking" regulation; and

(b) That the two one-hour parking meters on the north side of Cambridge Avenue and west of Kenilworth Avenue be relocated to the south side.

(c) That City Traffic By-law 66-100 be amended accordingly.

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to this motion.

Parking Regulations - Burton Street between Emerald Street and Victoria Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on Burton Street between Emerald Street and Victoria Avenue:

(a) That a "One Hour Parking Time Limit, Monday to Saturday" regulation be implemented on Burton Street between Emerald Street and Victoria Avenue in the combination with the existing "Alternate Side Parking" regulation; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - East side of St. Andrews Drive and Jennifer Court

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on the East side of St. Andrews Drive and Jennifer Court:

(a) That "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of St. Andrews Drive between the north leg of St. Andrews Drive and Jennifer Court; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - West Side of Sanford Avenue North, south of Myler Street

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on West Side of Sanford Avenue North, south of Myler Street:

(a) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Sanford Avenue North between Myler Street and a point 125 feet southerly therefrom be rescinded to allow unrestricted parking in this area; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Application for Time Limit Exemption Permits - 178 MacNab Street South

The Committee approved the following recommendation of the Director of Traffic Services respecting an Application for Time Limit Exemption Permit at 178 MacNab Street South:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first two applicants residing in the apartment building at No. 178 MacNab Street South.

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to this motion.

Application for Time Limit Exemption Permit - 76 Aikman Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting an application for a Time Limit Exemption Permit at the Apartment Building at 76 Aikman Avenue:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first 6 applicants residing in the apartment building at No. 76 Aikman Avenue.

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to this motion.

Driveway Clearance - North Side of Jackson Street East West of Ferguson Avenue South

The Committee approved the following recommendation of the Director of Traffic Services respecting the Driveway Clearance of the North Side of Jackson Street East West of Ferguson Avenue South:

(a) That parking be prohibited on the north side of Jackson Street East between Ferguson Avenue South and a point 126 feet westerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Reserve Permit Parking Space for a Handicapped at No. 25 Lincoln Street

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a Reserve Permit Parking Space for a Handicapped at No. 25 Lincoln Street:

(a) That in combination with the existing "Alternate Side Parking" regulation, a "Permit Parking" regulation be implemented on the west side of Lincoln Street commencing 54 feet north of Gordon Street and extending to a point 24 feet northerly therefrom, and on the east side of Lincoln Street commencing 53 feet north of the north curb line of Gordon Street and extending to a point 20 feet northerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Miss C. Penner, 25 Lincoln Street; and

(c) That City Traffic By-law 66-100 be amended accordingly.

Proposed Left Turn Restriction at the intersection of Inverness Avenue and Highcliffe Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting a Proposed Left Turn Restriction at the intersection of Inverness Avenue and Highcliffe Avenue.

(a) That a "No Left Turn, 3:00 p.m. to 6:00 p.m., Monday to Friday" restriction be implemented for eastbound traffic on Inverness Avenue at Highcliffe Avenue; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Corner Clearance at Brucedale Avenue East and East 13th Street

The Committee approved the following recommendation of the Director of Traffic Services respecting a Corner Clearance at Brucedale Avenue East and East 13th Street:

(a) That a parking prohibition be implemented on the south side of Brucedale Avenue East between East 13th Street at a point 76 feet westerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

BILLS

The following Bills were introduced:

(a) B-58 By-law to close a portion of the unopened road allowance of Ferguson Avenue from the C.N.R. right of way 24.4m southerly being Part 1, on Plan 62R-9175.

(b) B-59 By-law to close a triangular parcel of road allowance abutting 24 Ravenscliffe Avenue being Part 1, on Plan 62R-8133.

(c) B-60 By-law to close and sell ten foot (10') public walkway in Gilkson Neighbourhood from Cranbrook Drive to Greyfriar Drive, Plan M-66.

BILLS

(d) B-61 By-law respecting the construction of local improvements of an independent concrete sidewalk on the north side of Barton Street from Kenilworth Avenue to approximately 755m westerly.

(e) B-62 By-law respecting Municipal Weed Inspectors.

(f) B-63 By-law to Amend By-law 66-100 to Regulate Traffic.

(g) B-64 By-law to Amend By-law 66-100 to Regulate Traffic.

Adjournment

There being no further business the meeting was adjourned.

TAKEN AS READ AND APPROVED,

R. C. Prowse
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

FOR ACTION

2.

REPORT TO: MRS. S. K. REEDER, ACTING SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1988 August 5
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY & DELIVERY OF TRAFFIC SIGNAL HEADS, TRAFFIC DEPARTMENT

RECOMMENDATION
That a purchase order be issued to Fortran Traffic Systems, Scarborough, in the amount of $15,832.58 for the supply and delivery of Traffic Signal Heads, Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of four (4) tenders received. Funds provided in Stock Material, Traffic Signals Account #0394-3323.

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND-Tender Analysis

Fortran Traffic Systems, Scarborough	$15,832.58
Tacel Ltd., Toronto	16,459.20
Econolite Canada Ltd., Scarborough	18,144.00
Lecol Ltd., Scarborough	18,461.52

FOR ACTION

3.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 July 14
COMM FILE:
DEPT FILE: 34.24.1
(4506)

SUBJECT: **City purchase from Hilliard Clark Harnden**
Eaglewood Drive (Eleanor Neighbourhood)
Parts 2, 4, 5 and 7; 62R-9574 -

RECOMMENDATION:

That the Option to Purchase part of the property known as 1610 and 1620 Upper Gage Avenue executed by Hilliard Clark Harnden on July 12, 1988 and scheduled for closing on or before October 14, 1988, be approved and completed.

Note The subject property is required by the City for the extension of Eaglewood Drive and is composed of part of Lot 7, Concession 8, in the former Township of Barton, now in the City of Hamilton. The subject property contains 356.01 square metres (3,832 square feet) and is shown as Parts 2, 4, 5 and 7 on Reference Plan 62R-9574. The purchase price of $251.00, reflecting a nominal $1.00 for the market value of the realty and $250.00 as an allowance towards legal fees, is to be charged to account 0280-02.

D. W. Vyce

FINANCIAL IMPLICATIONS - *N/A*

BACKGROUND

The subject lands are required to implement the approved Eleanor Neighbourhood Plan. Parts 5 and 7 on Plan 62R-9574 will be held as a one foot reserve to ensure the recovery of municipal expenditures incurred in the acquisition, servicing and construction of the said roadway.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. M. Chidley, Regional Surveyor

FOR ACTION

4.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 July 14
COMM FILE:
DEPT FILE: 34.24.1
(4506)

SUBJECT: **City purchase from Anderson, In Trust**
Eaglewood Drive (Eleanor Neighbourhood)
Parts 1, 3, 6 and 8; 62R-9574

RECOMMENDATION:

That the Option to Purchase part of the property known as 1614 and 1626 Upper Gage Avenue executed by Helen Ann Anderson on July 12, 1988, and scheduled for closing on or before October 24, 1988 be approved and completed.

Note: The subject property is required by the City for the extension of Eaglewood Drive and is composed of part of Lot 7, Concession 8 in the former Township of Barton, now in the City of Hamilton. The subject property contains 151.21 square metres (1,627 square feet) and is shown as Parts 1, 3, 6 and 8 on Reference Plan 62R-9574. The purchase price of $251.00, reflecting a nominal $1.00 for the market value of the realty and $250.00 as an allowance towards legal fees, is to be charged to account 0280-02.

D. W. Vyce

FINANCIAL IMPLICATIONS - *N/A*

BACKGROUND

The subject lands are required to implement the approved Eleanor Neighbourhood Plan. Parts 6 and 8 on Plan 62R-9574 will be held as a one foot reserve to ensure the recovery of municipal expenditures incurred in the acquisition, servicing and construction of the said roadway.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. M. Chidley, Regional Surveyor

FOR ACTION

5.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 July 28
COMM FILE:
DEPT FILE: 34.2.1
(4509)

SUBJECT: Purchase of Land from 660555 Ontario Ltd. (Milan Maravich) for the Establishment of Rita Avenue being Rear Land Upper Gage Avenue

RECOMMENDATION:

That an Option to Purchase a parcel of land for the establishment of Rita Avenue being rear land Upper Gage Avenue executed by 660555 Ontario Ltd. on July 22nd, 1988 and scheduled for closing on or before October 25th, 1988 be approved and completed.

Note: The subject property being Parts 1 & 2 on 62R-9553 which is required by the City for roadway purposes to be known as Rita Avenue having a total area of 653.71 square metres (approximately 7036.7 square feet). The purchase price of $2.00 is to be charged to account 0280-02.

D.W. Vyce

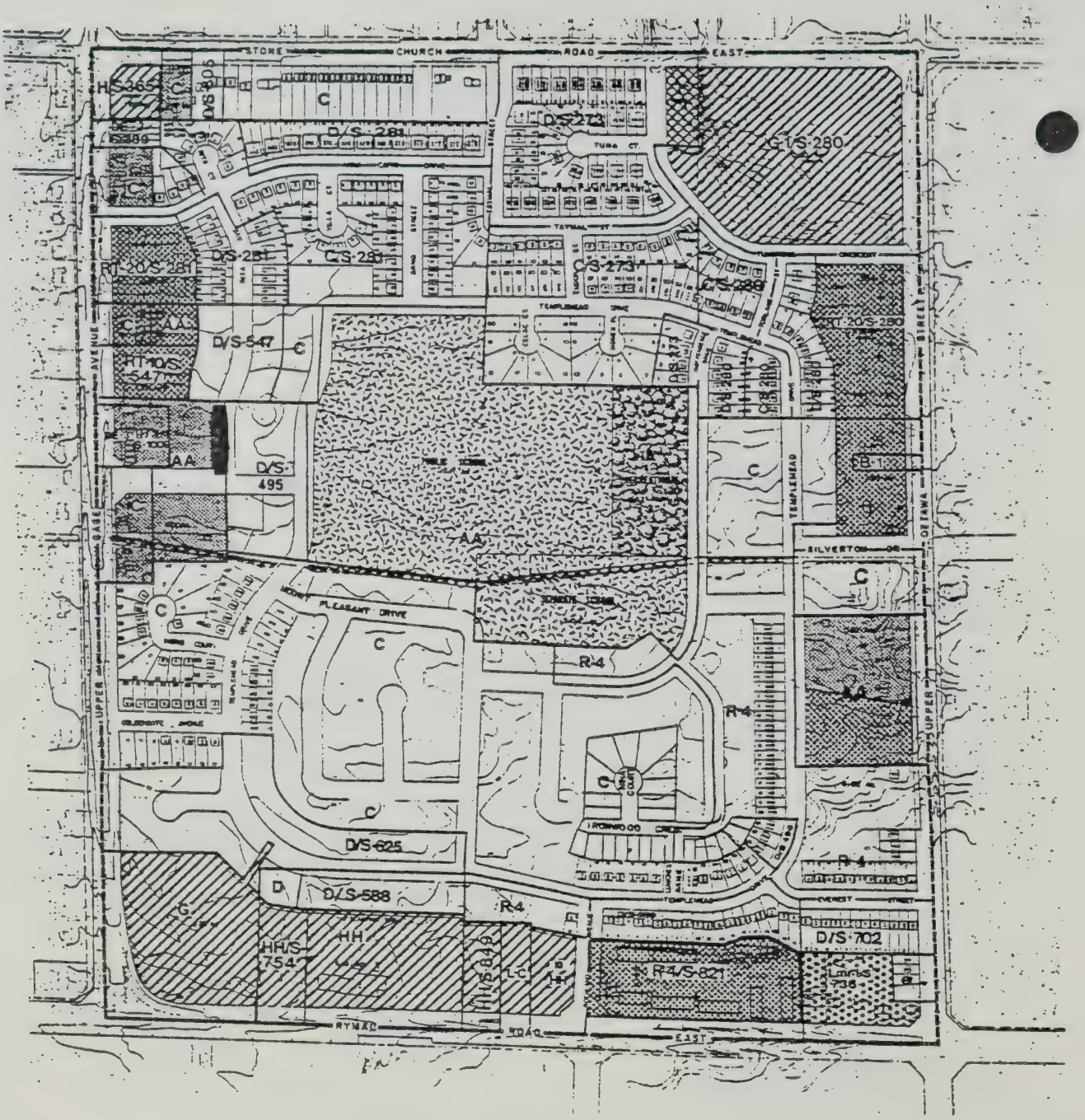
FINANCIAL IMPLICATIONS:

A 1' Reserve will be established (Part 2, 62R-9553) to recover.

BACKGROUND:

This recommendation to purchase the subject land is in accordance with the City's policy to assist developers to establish roadways to their subdivisions and promote the development of their land.

Attach.
c.c. Mr. K. A. Rouff, City Solicitor
Mr. E. C. Matthews, City Treasurer
Mr. M. Childley, Regional Surveyor



THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE
FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

EXISTING POPULATION (1969) 185
(1970) 194
(1971) 190
(1972) 164
(1973) 163
(1974) 148
(1975) 452
(1976) 761
(1977) 876
(1978) 956
(1979) 1040

LAND USE

RESIDENTIAL
- single & double
- attached housing
- low density apts.
- medium density apts.
- high density apts.
- commercial & apts.

COMMERCIAL
INDUSTRIAL
CIVIC & INSTITUTIONAL
PARK & RECREATIONAL
OPEN SPACE
UTILITIES

Neighbourhood Boundary
Zoning Boundary
Staging of Development Boundary

Approvals
Planning Bd. Council

Revisions

CITY OF HAMILTON
PLANNING DEPARTMENT

TEMPLEMEAD

APPROVED PLAN

FOR ACTION

6.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 July 28
COMM FILE:
DEPT FILE: 34.2.1
(4509)

SUBJECT: **Purchase of Land from 660555 Ontario Ltd. (Milan Maravich) for the establishment of Royal Vista Drive being part of 1515 Upper Gage Avenue**

RECOMMENDATION:

(1) That an Option to purchase a parcel of land for the establishment of Royal Vista Drive being part of 1515 Upper Gage Avenue executed by 660555 Ontario Ltd. on July 22nd, 1988 and scheduled for closing on or before October 25th, 1988 be approved and completed.

(2) That the City of Hamilton accept and approve the Authority to Enter Agreement granted to the City by 660555 Ontario ltd.

Note: The subject property being Parts 1, 2 & 3 on 62R-9377 is required by the City for roadway purposes to be known as Royal Vista Drive having a total area of 2,760.70 square metres (approximately 29,717 square feet). The purchase price of $2.00 is to be charged to account 0280-02.

D.W. Vyce

FINANCIAL IMPLICATIONS:

A 1' Reserve will be established (Parts 2 & 3, 62R-9377) to recover the cost of acquiring land, servicing and constructing the abutting portions of Royal Vista Drive.

BACKGROUND:

This recommendation to purchase the subject land is in accordance with the City's policy to assist developers to establish roadways to their subdivisions and promote the development of their land.

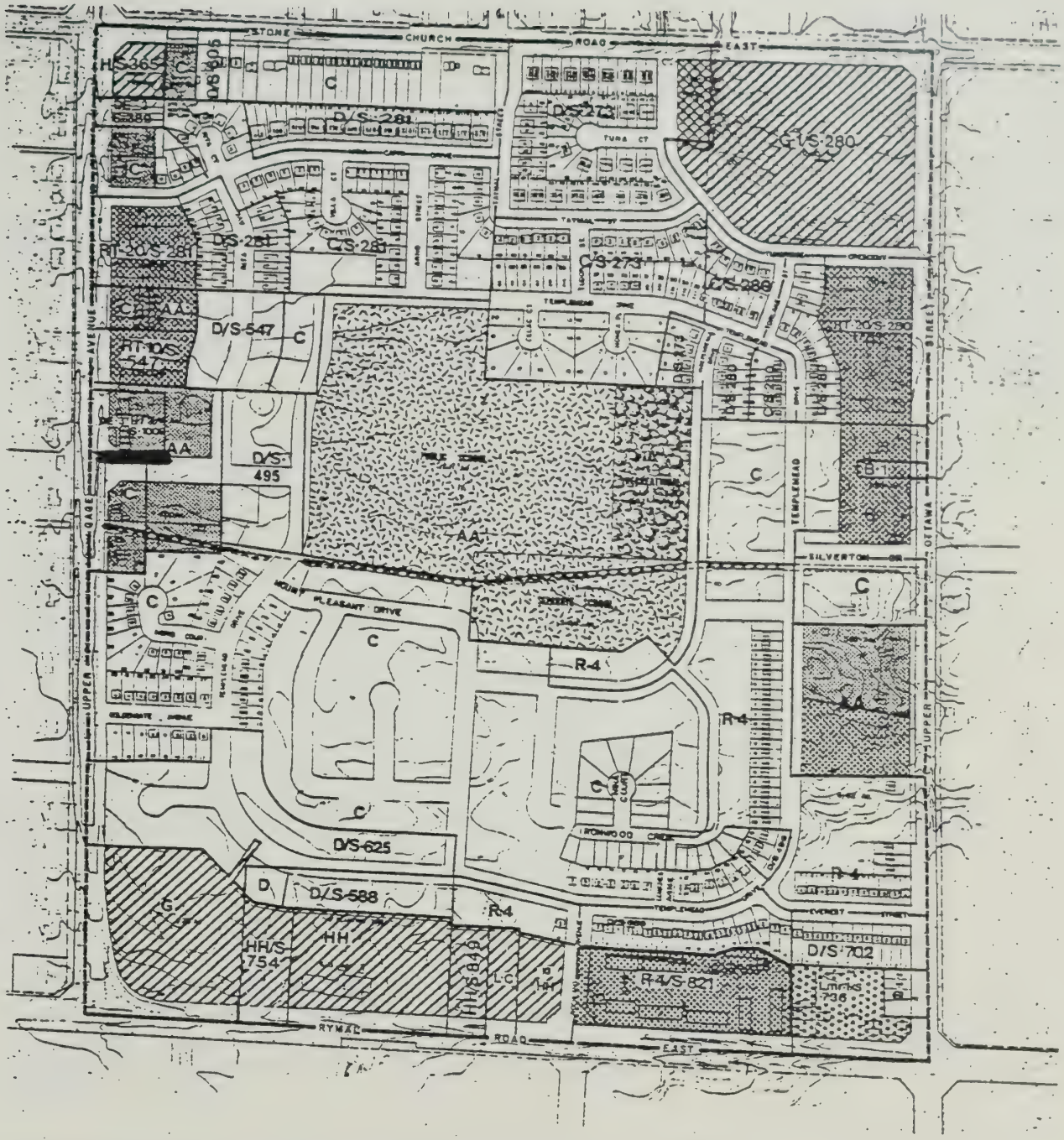
The Authority to Enter Agreement will enable the City to proceed with the construction prior to the closing date.

Attach.

c.c. Mr. K.A. Rouff, City Solicitor

Mr. E.C. Matthews, City Treasurer

Mr. M. Chidley, Regional Surveyor



THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE.
FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

EXISTING POPULATION (1969) 185
(1970) 194
(1971) 190
(1972) 164
(1973) 163
(1974) 148
(1975) 452
(1976) 761
(1977) 876
(1978) 956
(1979) 1040

LAND USE

RESIDENTIAL
- single & double
- attached housing
- low density apts.
- medium density apts.
- high density apts.
- commercial & apts.

COMMERCIAL

INDUSTRIAL

CIVIC & INSTITUTIONAL

PARK & RECREATIONAL

OPEN SPACE

UTILITIES

Neighbourhood Boundary
Zoning Boundary
Staging of Development Boundary

Approvals
Planning Bd. Council

Revisions

CITY OF HAMILTON
PLANNING DEPARTMENT

TEMPLEMEAD

APPROVED PLAN

NORTH

7.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 August 12
COMM FILE:
DEPT FILE: AD-87-028

SUBJECT: NEW PUBLIC WORKS YARD/BUILDING - RYMAL ROAD

RECOMMENDATION:

a) That authorization be given to tender the New Public Works Yard/Building - Rymal Road

D. W. VYCE, Director, Propery

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

1. The construction documents are substantially complete, and are presently being co-ordinated and finalized. Although the Consulting Architects final pre-tender estimate has not been completed, the prices developed to date indicate that the 'previous' estimate of $2,000,000. will be adequate.

2. If approved the tender period will begin on August 31st and close on Wednesday, September 21, 1988 which coincides with our Schedule.

c.c. Mr. Lou Sage, Chief Administrative Officer
Mr. J. G. Pavelka, P.Eng., Director of Public Works
Mr. R. Martiniuk, Manager, Architectural Division
Mr. D. Keba, Project Manager, Architectural Division
Mr. R. Swan, Manager, Property and Maintenance Division
Mr. T. Bradley, Manager of Purchasing
Mr. D. Heintz, Project Maintenance Engineer, Public Works

FOR ACTION

8.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 August 12
COMM FILE:
DEPT FILE: 50.13.8
(4504)

SUBJECT: **Approval to proceed with development of Warren Street Public Works Yard -**

RECOMMENDATION:

1. That the City endorse the proposed Draft Plan of Subdivision known as "Wheten Court" for the Warren Street Public Works Yard.

2. That the City Solicitor be authorized to proceed with the Land Titles application and to take all steps necessary to proceed with the registration of Wheten Court.

3. (a) That the Regional Engineering Department on behalf of the City of Hamilton be authorized to proceed with the design work necessary to implement this plan of subdivision.

   (b) Upon the Public Works Department abandoning this yard:

      (i) the Engineering Department be authorized to have the services and roads constructed

      (ii) the Real Estate Division of the Property Department to proceed with demolition of the existing structures located on the site.

4. (a) That all the development costs (services, roads, levies) being approximately $400,000.00 be charged to account 0280-02 - Reserve for Property Purchases.

   (b) That upon the eventual sale of the subject lots, the proceeds will be apportioned as follows:-

      (i) actual development cost to be credited to the Reserve for Property Purchases

      (ii) the balance of the proceeds being approximately $500,000.00 to $600,000.00 be credited to the Capital Budget through Project No. 05-051-37278 (the new public works yard on Rymal Road East).

D. W. Vyce

Continued...

FINANCIAL IMPLICATIONS:

See above recommendation

BACKGROUND:

City Council on March 10, 1987, in adopting Item 7 (a) and (b) approved the construction of the Mountain Public Works Yard on Rymal Road East and the financing of the project on a net basis.

By financing the project on a net basis, the former Warren Street Public Works Yard site would be sold to off-set some of the costs of constructing the new public works site on Rymal Road East.

In order to maximize the profits from the sale of the Warren Street site, this department will be acting as a developer by bringing on a plan of subdivision of single family lots as indicated by the attached draft plan.

The aforementioned recommendation authorizes the necessary approvals required to proceed with the development.

The Rymal Road East site is not expected to be completed until the end of 1989 and in order for us to be ready for disposal of the Warren Street site, we must commence the proposed plan of subdivision as soon as possible.

Attach.

c.c. - Alderman J. Gallagher

- Alderman H. Merling

- Mr. G.S. Spencer, Regional Commissioner of Engineering

- Mr. E.C. Matthews, City Treasurer

- Mr. K.A. Rouff, City Solicitor
  Attention: Mr. D. Powers

FOR ACTION

9.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 August 15
COMM FILE:
DEPT FILE: 100.90.103
(4505)

AUG 1 5 1988

SUBJECT: **Sale - 332 Magnolia Drive**
Glen and Suzanne Zwicker

RECOMMENDATION:

That an Offer to Purchase 332 Magnolia Drive executed by Glen Arnold Zwicker and Suzanne Ruth Zwicker, on August 11, 1988 be approved and completed.

Note: The property to be sold is composed of Lot 42, Plan 178 and the eastern half of Block A, Plan 178, having a frontage along the southerly limits of Magnolia Drive of 11.43 metres (37.54 feet) by a depth of 45.72 metres (150 feet) containing an area of .052 hectares (.129 acres) together with all structures erected thereon and known as Municipal No. 332 Magnolia Drive, along with Schedules "A" and "B" which form a part of the Offer to Purchase for the sale price of $116,000.00, which is to be credited to Account #0408-X95056.

A certified deposit cheque in the amount of $5,000.00 is being held by the City Treasurer pending Council approval of this transaction.

D. W. Vyce

FINANCIAL IMPLICATIONS:

The above property was originally purchased by the City for $128,225.00 inclusive of all elements of compensation. The market value of the realty was $119,500.00. The net resale price is $116,000.00.

In financial terms, the acquisition of the ten foot strip of land from the property known as 332 Magnolia Drive has cost the City in gross terms, $12,225.00.

BACKGROUND:

On November 24, 1987, City Council authorized the acquisition of 128 Guildwood, 324 and 332 Magnolia Drive, three of the four properties required for the walkway connecting Gurnett and Fessenden Neighbourhoods.

A ten foot strip of land was required from each property for the establishment of the walkway. The remaining portions inclusive of their dwellings were to be sold on the open market on the basis of their residual value. The above property is the third property to receive vacant possession, and accordingly, the surplus land and dwelling is being sold. The purchasers, Glen Arnold Zwicker and Suzanne Ruth Zwicker have complete knowledge of the proposed ground walkway and subsequent overhead walkway once the Mountain Freeway is in place at this location.

Attach.
c.c. Mr. K. A. Rouff, City Solicitor
Mr. E. C. Matthews, City Treasurer
Mr. M. Chidley, Regional Surveyor,
Mr. R. Swan, Manager, Property Maintenance Division

FOR ACTION

10.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 August 11
COMM FILE:
DEPT FILE: 34.4.4 (4509)

SUBJECT: Authority to Enter - DeSantis Gardens
Part 2, Reference Plan 4377

RECOMMENDATION:

That an Authority to Enter the property shown as Part 2, on Reference Plan 4377, executed by A. DeSantis on behalf of A. DeSantis Developments Limited, on July 19, 1988, be approved. Subject lands will eventually form part of the road allowance of Greenhill Avenue.

D. W. Vyce

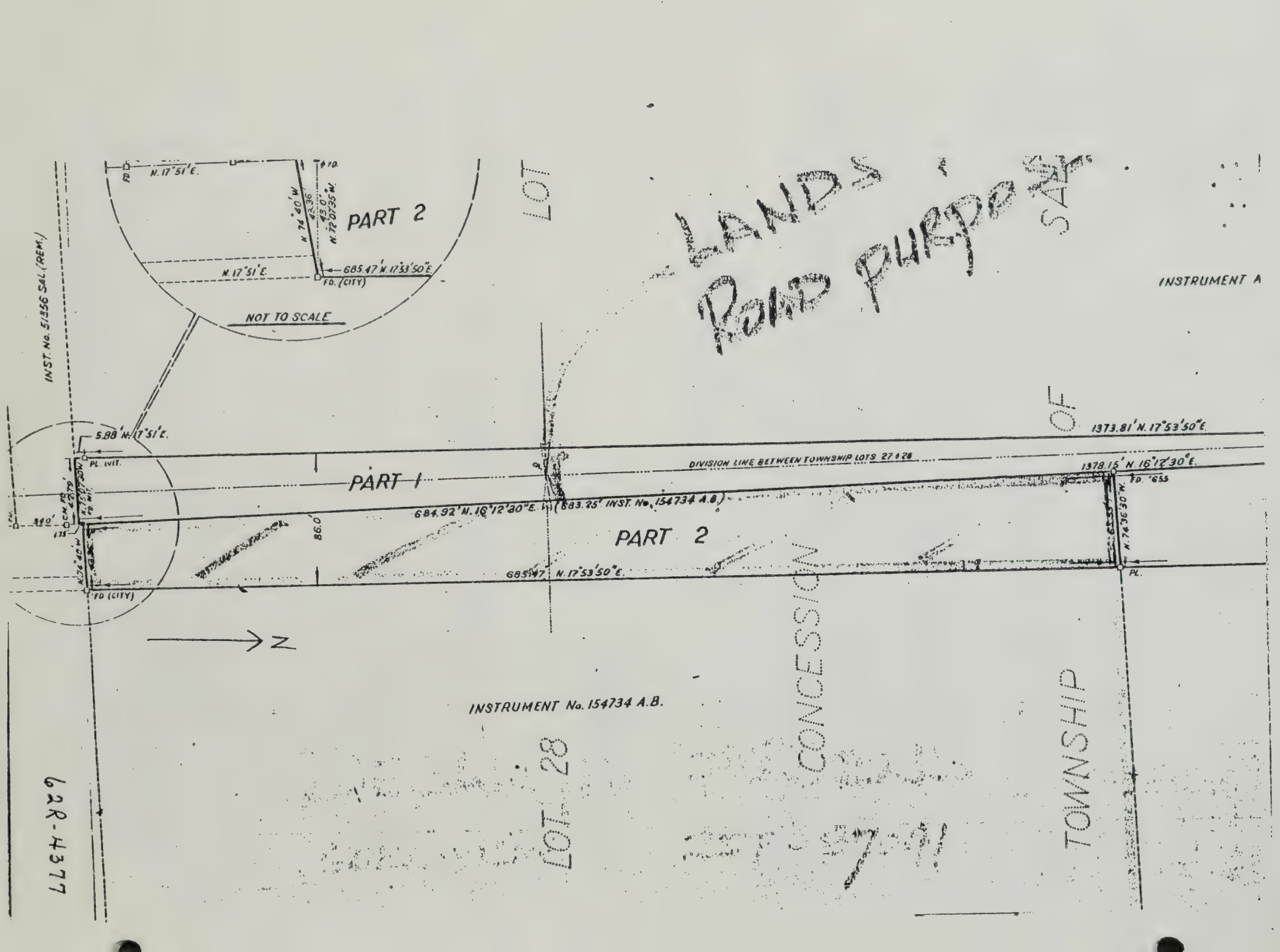
FINANCIAL IMPLICATIONS: *N/A*

BACKGROUND:

The actual conveyance of these lands to the City for roadway purposes will not be finalized until after the Land Titles application for the subdivision has been completed. This could take two to three months.

As the City and Region are proposing to construct Greenhill Avenue from National Drive, southerly to the C.N. rail line, the Owners have granted the City an Authority to Enter their lands for the purpose of construction of municipal services, prior to the completion of this conveyance.

Attach.
c.c. Mr. K. A. Rouff, City Solicitor
Mr. E. C. Matthews, City Treasurer
Mr. G. S. Spencer, Regional Commissioner of Engineering
Attention: Mr. K. Brenner
Attention: Mr. D. Onishi


PART 2
N. 17°51'E.
N 74°40'W
43.36'
N 72°07'35"W.
43.0'
685.47' N. 17°53'50"E.
FD. (CITY)
NOT TO SCALE
INST. No. 51356 SAL. (REM.)
LOT
LANDS
Rail purpo
SAV
INSTRUMENT A
5.88' N. 17°51'E.
PL. (VIT.
PART 1
DIVISION LINE BETWEEN TOWNSHIP LOTS 27 & 28
1373.81' N. 17°53'50"E.
1378.15' N. 16°12'30"E.
FD. '655
684.92' N. 16°12'30"E.
(683.25' INST. No. 154734 A.B.)
86.0'
PART 2
N 74°36'30"W.
685.47' N. 17°53'50"E.
PL.
FD (CITY)
N
INSTRUMENT No. 154734 A.B.
LOT 28
CONCESSION
TOWNSHIP
67R-4377

11.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1988 July 29
COMM FILE:
DEPT FILE: 88-1045

SUBJECT: **Installation of Banners Over Main Street**

RECOMMENDATION:

The fee for installing a banner over Main Street be increased from $125.00 to $150.00.

J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

If the total cost for erecting the banner is not recovered, then the productivity in another account would be decreased.

BACKGROUND:

At the last Transport and Environment Committee, Alderman G. Copps requested that staff review the actual costs incurred by the Corporation for erecting banners over Main Street.

Banner installation and removal is carried out by the Streets Division-District #7 (night shift) at approximately 3:00 a.m.

The foreman on duty requests assistance from the Police Department to close Main Street traffic off completely while the wires between the banner poles are lowered so the banner can be installed, then raised. While the police are directing traffic and a Streets Division foreman supervises the work, two sweeper operators actually unroll the banner, clip it onto the wires between the poles then hoist the wires and banner into position over the road.

Continued.....

If the police are readily available and no problems arise it will take 1 hour to remove the old banner coming down and to install the new banner going up. Upon occasion when the police have not been readily available, it has taken up to 2 hours to do the work. As well on windy or cold days, the work has taken longer to accomplish.

The police that have been involved with directing traffic for the banner installation have been on duty and have not been specifically called in for this operation. Accordingly there are no charges assessed for their time for directing traffic.

The cost for changing banners is as follows:

	1 HOUR	2 HOURS
1 FOREMAN @ $23.00/HR.	$ 23.00	$ 46.00
2 OPERATORS @ $46.00/HR.	46.00	92.00
1 FOREMAN'S @ $4.50/HR.	4.50	9.00
	$ 73.50	$147.00

There is a total of 4 hours of street sweeping lost, due to the operators being used for this service.

JGP:jh

c.c. D. Lobo, Manager of Streets and Sanitation
c.c. S. Spencer, Commissioner of Engineering
Att: R. Meiers

ROBERT M. MORROW
MAYOR

Mayor's Office
Hamilton

12.

1988 August 9

M E M O

TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: Mayor R. M. Morrow

RE: Special Signs for Commonwealth Park/Redbirds Baseball

We can all be proud of the very significant contribution the new Hamilton Redbirds Baseball team has made to the sporting activities of our city. As we begin to prepare for the 1989 season I would appreciate the members of the Transport & Environment Committee giving approval to the erection of special directional signs similar to those for the Art Gallery and Hamilton Place directing people to Commonwealth Park/Redbirds Baseball.

I and the Management of the Hamilton Redbirds feel such traffic signs would greatly assist people in finding their way to Bernie Arbour Stadium, the home of the Hamilton Redbirds.

Bob Morrow

RMM/DC/sp

cc: Alderman Henry Merling, Chairman
Alderman G. Copps, Vice-Chairman
D. Carson, Executive Assistant





FOR ACTION

13.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1988 August 8
COMM FILE:
DEPT FILE: 88-5080

SUBJECT: Construction of Salt Domes

RECOMMENDATION:

1. That the Transport and Environment Committee recommend to the Executive Committee, that the following Capital Projects proceed in 1988.

   a. construction of an 80' salt dome at the new B.A. Court Yard at the Turner Farm at an estimated cost of $80.00.

   b. the purchase of a TS 150 Terra Saeen Screening Plant (or approved equal) with appropriate modifications at an estimated cost of $72,000.

2. That the Executive Committee be requested to recommend the method of financing.

J.G. Pavelka

J.G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the currently approved budget for both the salt dome and the screening plant.

BACKGROUND:

The project for the construction of salt domes in District 2 (Ferguson Avenue) and District 3 (Brampton Yard) was approved by City Council to be done in 1987 and 1988. Approval was in the amount of $310,000 and a Ontario Municipal Board Order was obtained for this project.

Unfortunately,, when the project for the construction of the salt domes was approved, the third location at the B.A. Court Yard was not listed and therefore, not included in the application to the Ontario Municipal Board. However, sufficient funds were mode available for the supply and installation of a salt dome at the third location -- $80,000.

In addition, a search has been underway for some time for an efficient method to load the City's salt domes.

Since this project was originally approved an efficient method of loading salt into the domes has come to staff's attention.

As it happens, our Cemetery Division is renting a Screening Plant from Russel Brothers of Owen Sound and they are using this for it's originally intended purpose as a soil shredder and conveyor. However, this piece of equipment, with minor modifications, will be ideal as a means to properly and efficiently load our salt domes in such a manner as to allow maximum use of our domes.

The cost of the screening plant is about $60,000. With an additional $12,000 for hoppers and elevators for the three salt domes, this screening plant could be used by the Cemeteries Division in the summer time for shredding soil and then by the Streets Division in the winter time for loading salt.

By sharing the equipment between divisions, the costs would also be shared; Cemetery Division - $25,000 and Streets Division - $47,000.

JGP/DH/km

cc-- J.J. Schatz, Secretary, Executive Committee
E.C. Matthews, City Treasurer
C. Orzel, Manager of Cemeteries
D. Lobo, Manager of Streets and Sanitation

FOR ACTION

14.

REPORT TO: Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor

DATE: 1988 July 19
COMM FILE:
DEPT FILE: 1-44.

SUBJECT: Garbage Collection Agreement
Mayfair Apartments
455 Upper Gage Avenue

RECOMMENDATION

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and Barney Rosenblatt and Ruco Investments Limited (Mayfair Apartments) for the collection of garbage at 455 Upper Gage Avenue.
This Agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be an amount satisfactory to the City Solicitor. The City's Garbage By-law No. 66-182 provides for such collection.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

The Applicant has asked the City to collect garbage pursuant to section 4, subsection (j) of The Garbage By-law No. 66-182.

Public Works Department is satisfied with the route of access and this Department has received and is satisfied with the documents; an agreement which has been executed by the Applicant, and an insurance certificate.

c.c. Mr. J.G. Pavelka
Director of Public Works

15.

F O R A C T I O N

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff
City Solicitor

DATE: 1988 July 12
COMM FILE:
DEPT FILE: 55-0.79

SUBJECT:

Expropriation - Offer of Compensation and Notice of Possession. Property known municipally as part of 12 Centennial Parkway South - to extend Greenhill Avenue.

RECOMMENDATION

That with respect to the vacant land portion of 12 Centennial Parkway South (measuring approximately 42 sq.ft. x 163 ft.), expropriated by Expropriation Plan 223432 L.T. on May 6, 1988 for highway and municipal purposes (to extend Greenhill Avenue) pursuant to Expropriation By-Law 88-74 enacted on March 8, 1988, the City Clerk is authorized and directed to:

(a) Sign and serve Notice in accordance with section 41 of The Expropriation Act that possession of the expropriated land is required;

(b) Sign and serve Offers of Compensation in accordance with section 25 of The Expropriations Act for the expropriated land as follows:

$13,000.00	Former Owner:	DiCenzo Construction Company Limited, and Sunshine Construction Inc. c.o.b. as Sunshine Homes
$1.00	Tenant:	S & B Farming Ltd.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

BACKGROUND

This land was expropriated to extend Greenhill Avenue by the City's Expropriation Plan 223432 L.T. pursuant to Expropriation By-Law 88-74 enacted on March 8, 1988.

Under The Expropriation Act, in order to acquire possession of the expropriated land, the City is required to make an Offer of Compensation and to give Notice of its intention to take possession.

Copies of an independent appraisal report which valued the expropriated land at $13,000.00 will be served with the City's Offer of Compensation. The said Offer of Compensation and Notice of Possession are recommended by the Director of the Property Department.

DAP:lb

c.c. Mr. D. W. Vyce, Director of Property
Attention: Mrs. A. Cipriani
(File No. 38.1.217)

16.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 15
COMM FILE: 3-11.9
DEPT FILE: S726-66
S726-76
ID#0043D(40)

SUBJECT:

Rupert Court Extension - Closure of Southerly Portion

RECOMMENDATION

i) That the City Solicitor be directed to prepare a By-law to designate Parts 2 and 4 on Plan RA-H-436 as a Public Walkway;

ii) That the City Solicitor be directed to prepare a By-law for the stopping up, closing and sale of a portion of Rupert Court as shown as Part 1 on Plan RA-H-436;

iii) That the City Clerk de directed to publish a notice of City Council's intention to pass the By-law to close, pursuant to Section 301 of The Municipal Act, R.S.O. 1980;

iv) That the Director of Real Estate be directed to proceed with the disposition of the closed lands to the abutting owner to the west for $1.00;

v) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton Wentworth for approval of the proposed closing, pursuant to Section 48 of The Regional Act.

G. S. Spencer
Commissioner of Engineering

Cont'd...

Rupert Court Extension - Closure of Southerly Portion

Cont'd...

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

At the time when the road allowance for the extension of Rupert Court was to be established, it was uncertain as to how the adjacent properties would be developed. Therefore, with this in mind, enough property was dedicated by the owner to allow for a full width roadway section to be developed from the existing south limit of Rupert Court to approximately 34 m north of Stone Church Road. Now that the plans of development on both the east and west sides of Rupert Court are known, all of the property that was previously dedicated to the City is not required.

A 20 m wide road allowance from the existing south limit of Rushdale Drive to approximately 87 m southerly only is required and from this point to approximately 66 m southerly, a 12 m wide public walkway allowance is required, and shown as Parts 2 and 4 on Plan RA-H-436. Part 3 shall remain in the possession of the City as a 0.30 m Reserve.

Therefore we are recommending that Part 1 on Plan RA-H-436 be sold for $1.00 to the original owner, Los Andes of Hamilton Co-operative Inc. so they may incorporate this parcel within their development.

GA:jd

cc: K. Rouff, City Solicitor
cc: M. Chidley, Regional Surveyor

17.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 August 8
COMM FILE: 3-11.9
DEPT FILE: T103-03(243)
I.D. 0246D(30)

SUBJECT

Brenda Street - Closure of East Limit of Road Allowance (East of Eleanor Avenue)

RECOMMENDATIONS

i) That the City Solicitor be directed to prepare a By-law for the stopping up, closing and sale of the easterly portion of the road allowance of Brenda Street, east of Eleanor Avenue;

ii) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of The Municipal Act, R.S.O. 1980;

iii) That the Director of Real Estate be directed to proceed with the disposition of the said lands to the abutting owners;

iv) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed street is to be distributed to the abutting owner(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;

v) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of The Regional Act; and,

vi) That the City Solicitor make application to the Ministry of Housing under Section 443(8) of The Municipal Act for approval of the By-law.

G. S. Spencer
Commissioner of Engineering

Cont'd...

Cont'd...

FINANCIAL IMPLICATIONS

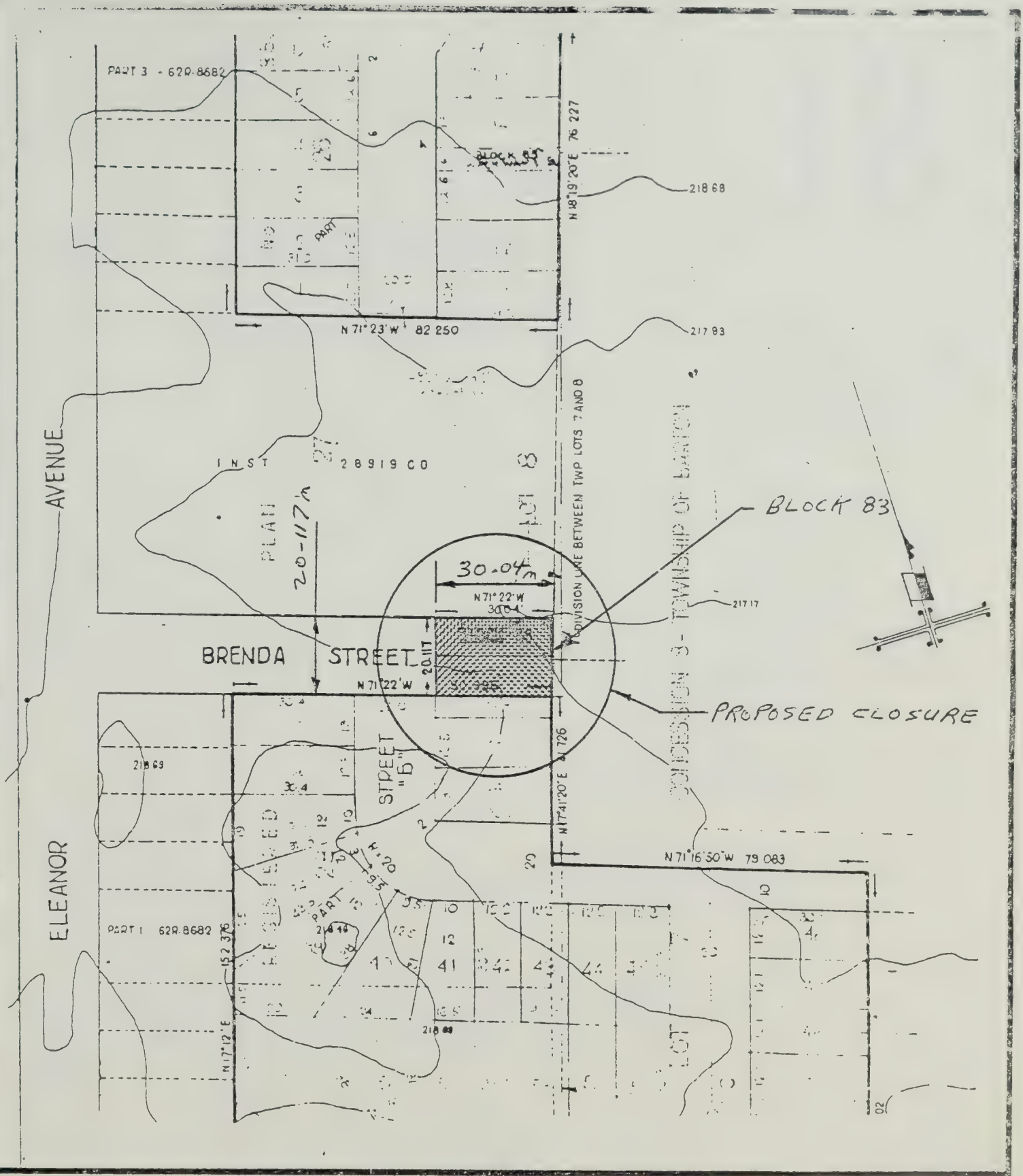
N/A.

BACKGROUND

We have received an application from Agro, Zaffiro, Parente, Orzel, Hubar and Baker, Solicitors on behalf of Bar-Brock Enterprises Limited, to close the east limit of Brenda Street shown as Block 83 and Part Lot 32 on the attached plan. The lands in question are to be developed as Part of Plan of Subdivision as per draft plan approval recommended by the Planning and Development Department.

Circularization to abutting property owners is now complete and no objections or adverse comments have been received.

JKC:cab.
Encl.



PROPOSED CLOSURE

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

LEGEND

PROPOSED ROAD ALLOWANCE CLOSURE

*THIS IS NOT A PLAN OF SURVEY

SCALE	FILE NO.	NORTH
N.T.S.	T103-03(243)	

18.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 20
COMM FILE: S-610-01
S-701-13
DEPT FILE:
ID#0043D (67)

SUBJECT:

To incorporate certain City lands into Southpark Avenue

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 20 (0.305 m Reserve) Plan 62M-382 into Southpark Avenue (the above-mentioned being shown in heavy outline on Regional Muncipality of Hamilton-Wentworth Plan RAH-448 Surveys).

G. S. Spencer
Commissioner of Engineering

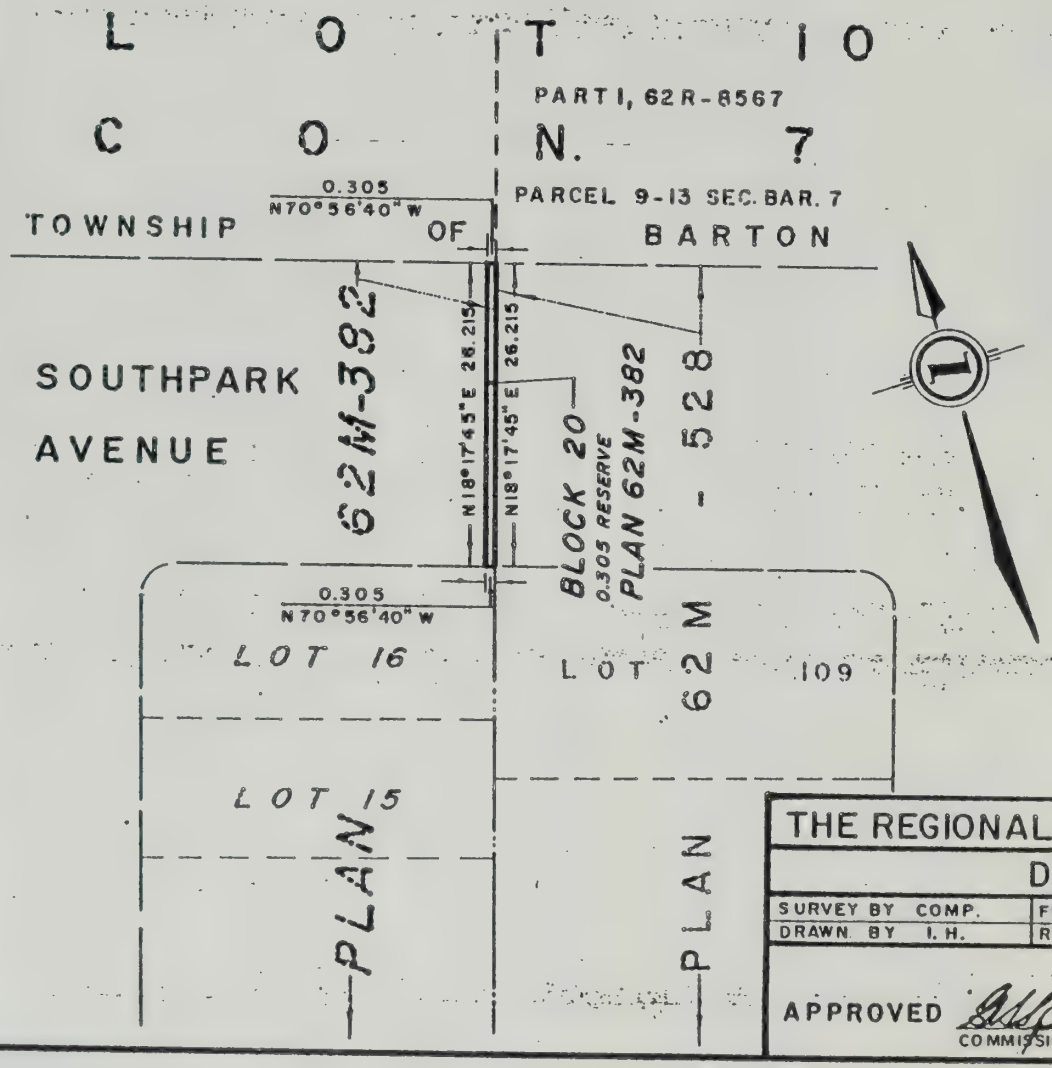
FINANCIAL IMPLICATIONS

All costs for services have been and to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of said Block 20 and it is necessary that it be incorporated to provide access to and hook up the two subdivisions shown on Plans 62M-382 and 62M-528.

HMS:sm



SKETCH TO ILLUSTRATE DESCRIPTION
OF
BLOCK 20 (0.305 RESERVE)
ASPEN ESTATES (PHASE 1)
PLAN 62M-382
IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH

SCALE = 1:500

5m 0 5 10 20m

M. A. CHIDLEY, O.L.S.
1988.

METRIC

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

BEARINGS HEREON ARE ASTRONOMIC AND ARE REFERRED TO THE SOUTHERLY LIMIT OF SOUTHPARK AVENUE ON A COURSE OF N 70°56'40"W AS SHOWN ON PLAN 62M-502.

THIS IS NOT A PLAN OF SURVEY O.REG.564/80 S.21 PART

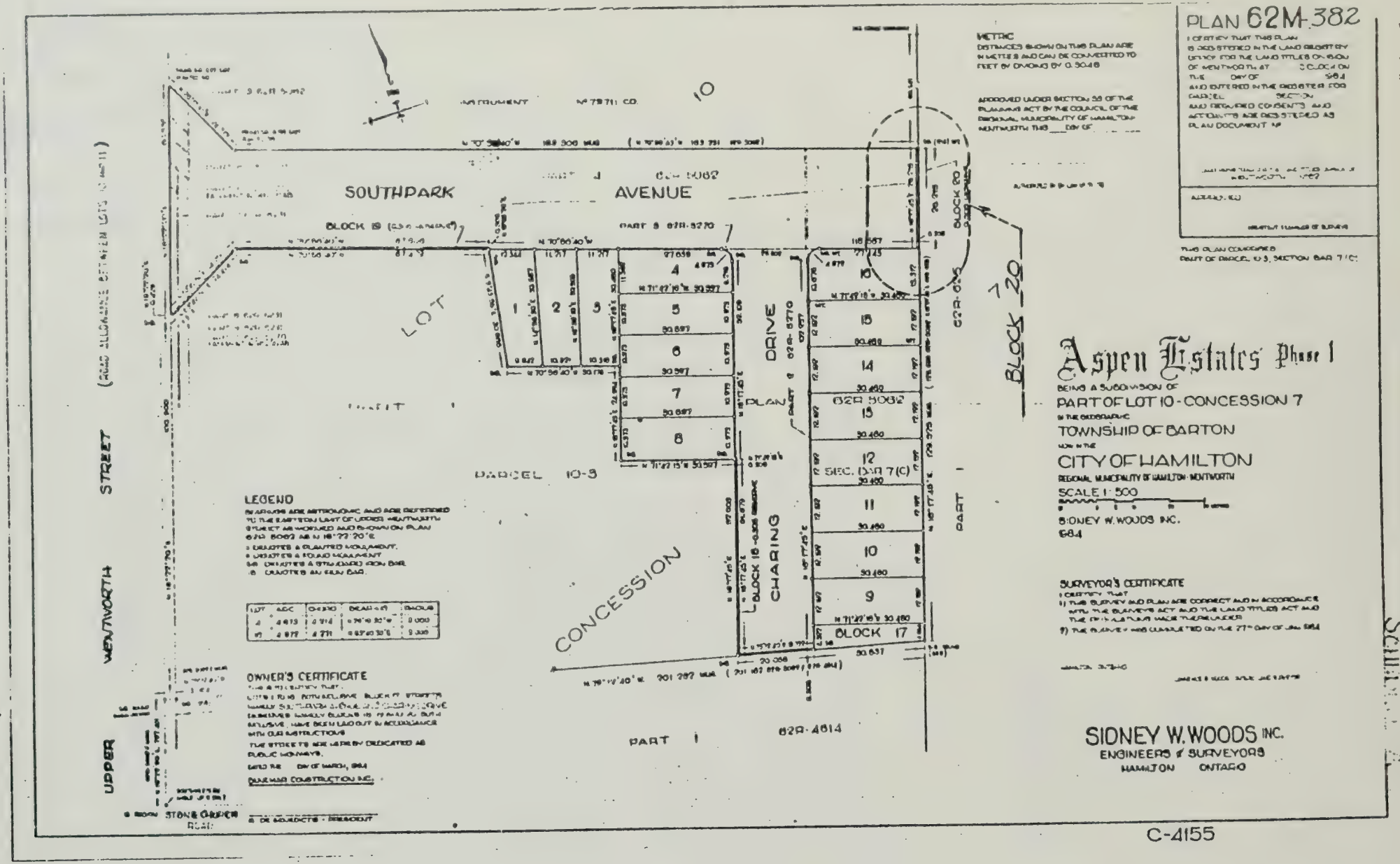
THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
DEPARTMENT OF ENGINEERING

SURVEY BY COMP.	FIELD BOOK	FILE No.	DATE JULY 1988.
DRAWN BY I. H.	REF. DWG.		CHECKED BY H.S.

APPROVED *B.A. Spence*
COMMISSIONER OF ENGINEERING

REGIONAL SURVEYOR *M. A. Chidley* O.L.S.

PLAN No. RA-H-448 SURVEYS


PLAN 62M-382
METRIC
SOUTHPARK AVENUE
BLOCK 19
PART 3 62R-5270
LOT
DRIVE
PLAN
BLOCK 20
62R-5082
62R-5270
PARCEL 10-3
CONCESSION
BLOCK 18
CHARING
PART 1
62R-4614
BLOCK 17
SEC. DAR 7(C)
UPPER WENTWORTH STREET (ROAD ALLOWANCE BETWEEN LOTS 10 AND 11)
STONE CHURCH ROAD
LEGEND
OWNER'S CERTIFICATE
DULHAM CONSTRUCTION INC.
Aspen Estates Phase 1
BEING A SUBDIVISION OF
PART OF LOT 10 - CONCESSION 7
IN THE GEOGRAPHIC
TOWNSHIP OF BARTON
NOW IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
SCALE 1:500
SIDNEY W. WOODS INC.
1984
SURVEYOR'S CERTIFICATE
SIDNEY W. WOODS INC.
ENGINEERS & SURVEYORS
HAMILTON ONTARIO

C-4155

19a.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 12
COMM FILE: 3-11.5
DEPT FILE: T103-50(666
ID#0043D (51)

SUBJECT:

Inadvertent Encroachment Agreement
1565 Rymal Road East

RECOMMENDATION

That the application of Mr. J. Brown, Solicitor on behalf of the present owner of 1565 Rymal Road East, 683595 Ontario Inc., to retain the inadvertent encroachment consisting of a metal siding garage encroaching onto Pritchard Road by 2.49 m x 5.25 m be approved during the pleasure of City Council provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd ....

Inadvertent Encroachment Agreement
1565 Rymal Road East

Cont'd ....

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:sm

cc: L. Farr, City Solicitor's Dept.

19b.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 25
COMM FILE: 3-11.5
DEPT FILE: T103-50(67
ID#0043D (65)

SUBJECT:

Inadvertent Encroachment Agreement
196 Canada Street

RECOMMENDATION

That the application of Mr. G. Chertkoff, Solicitor, on behalf of the present owner of 196 Canada Street, Claude and Suzanne Dagenais, to retain the inadvertent encroachment consisting of a wood porch and steps measuring 0.67 m x 3.60 m, be approved during the pleasure of City Council provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

for G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Inadvertent Encroachment Agreement
196 Canada Street

Cont'd ....

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:sm

cc: L. Farr, City Solicitor's Dept.

19c.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: July 15, 1988
COMM FILE: 3-11,5
DEPT FILE: T103-50(675
ID#0043D (62)

SUBJECT:

Inadvertent Encroachment Agreement
715 Cannon St. East

RECOMMENDATION

That the application of Mr. M. Bartolini, Solicitor, on behalf of the present owner of 715 Cannon St. East, Eduardo Genuardi, to retain the inadvertent encroachment consisting of concrete steps measuring 0.03m x 1.22m, be approved during the pleasure of City Council provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrances(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by council, subject to an agreement and an annual fee.

Cont'd...

Inadvertent Encroachment Agreement
715 Cannon St. East

Cont'd...

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:jd

cc: L. Farr, City Solicitor's Dept.

20.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 9
COMM FILE: 3-11.5
DEPT FILE: T103-50(60
ID#0043D (34)

SUBJECT:

Encroachment Agreement - Rescind
554 James Street North

RECOMMENDATION

That item #5 of the fifteenth (15th) report of the Transport and Environment Committee, adopted by Council on October 27, 1987, be rescinded.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

An application for an encroachment agreement was approved by City Council on October 27, 1987, however, after numberous reminders from the Office of the City Solicitor the applicant failed to return the executed agreements.

CVB/JKC:clc

cc: L. Farr, City Solicitor's

21a.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 14
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0043D (60)

SUBJECT:

Banner Display Application
October 2, 1989 to October 9, 1989

RECOMMENDATION

That the "Hamilton AIDS Network for Dialogue and Support" be permitted to display a promotional banner across Main Street West, in front of City Hall, from October 2, 1989 to October 9, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"AIDS AWARENESS WEEK"
CALL HANDS 528-0537

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from "Hamilton AIDS Network for Dialogue and Support" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:sm
Encl.

cc: H. Reinhold, Department of Public Works

21b.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 July 22
COMM FILE: 3-11.7
DEPT FILE: T103-37
ID#0245D (2)

SUBJECT:

Banner Display Application
Feb. 27, 1989 to March 6, 1989
& Sept. 18 to Sept. 25

RECOMMENDATION

That the "Ontario Marketing Productions Limited" be permitted to display a promotional banner across Main Street West, in front of City Hall, from Feb. 27, 1989 to March 6, 1989, and Sept. 18, 1989 to Sept. 25, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"HAMILTON HOME SHOW"
March 2-5
Hamilton Convention Centre

and

"HAMILTON HOME IMPROVEMENT SHOW"
September 21-24
Hamilton Convention Centre

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $125.00 per installation payable to the City of Hamilton, c/o Public Works Department, is required.

Banner Display Application
Feb. 27, 1989 to March 6, 1989
& Sept. 18 to Sept. 25

Cont'd ....

BACKGROUND

We have received an application from "Ontario Marketing Productions Limited" requesting permission to display a promotional banner across Main Street, in front of City Hall.

JKC:sm
Encl.

cc: H. Reinhold, Department of Public Works

21c.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: July 20, 1988
COMM FILE: 3-11.7
DEPT FILE: T103-37
ID#0247D(5)

SUBJECT:

Banner Display Application
May 1, 1989 to May 8, 1989

RECOMMENDATION

That the "HAMILTON CHIROPRACTIC SOCIETY" be permitted to display a promotional banner across Main Street West, in fron of City Hall, from May 1, 1989 to May 8, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

SPINAL HEALTH WEEK MAY 1 - 7
BY THE LOCAL CHIROPRACTIC SOCIETY

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "HAMILTON CHIROPRACTIC SOCIETY" requesting permission to display a promotional banner across Main Street, in front of City Hall.

JKC:jd
Encl.

cc: H. Reinhold, Department of Public Works

21d.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: July 22, 1988
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0247D(15)

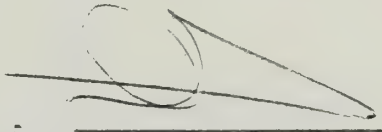
SUBJECT:

Banner Display Application
June 5, 1989 to June 12, 1989

RECOMMENDATION

That the "Big Sisters Association of Hamilton and District Inc." be permitted to display a promotional banner across Main Street West, in front of City Hall, from June 5, 1989 to June 12, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Big Sisters Association of Hamilton
and District Inc." 'Logo'



for G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

Cont'd...

Banner Display Application
June 5, 1989 to June 12, 1989

Cont'd...

BACKGROUND

We have received an application from "Big Sisters Association" requesting permission to display a promotional banner across Main Street, in front of City Hall.

JKC/CVB:jd
Encl.

cc: H. Reinhold, Department of Public Works

FOR ACTION

21e.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 July 25
COMM FILE: 3-11-7
DEPT FILE: T103-37
I.D. 0246D(32)

SUBJECT

Banner Display Application

i) December 19, 1988 to December 26, 1988
ii) January 9, 1989 to January 16, 1989

RECOMMENDATION

That the "91st HIGHLANDERS ATHLETIC ASSOCIATION" be permitted to display a promotional banner across Main Street West, in front of City Hall, from December 19, 1988 to December 26, 1988, and from January 9, 1989 to January 16, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"HAMILTON SPECTATOR INDOOR GAMES"
COPPS COLISEUM, JANUARY 13, 1989 - 7:15 p.m.

G. S. Spencer
for Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $125 per installation payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "91st Highlanders Athletic Association" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:cab.
Encl.

c.c. H. Reinhold, Department of Public Works

22a.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 August 9
COMM FILE: 3-11.4
DEPT FILE: S701-55
I.D. 0246D(36)

SUBJECT

Plan of Subdivision for "ABBEY HILL FARM - PHASE 1", Hamilton.

RECOMMENDATIONS

(a) That the submitted schedules for the estimated cost of services in "Abbey Hill Farm - Phase 1", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered;

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and,

(d) That the City's share of the cost of services for the development ($355,832.00) be approved, and that the Executive Committee recommend the source of funding for this project.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIAONS

Cost sharing is in accordance with the standard City policies and as described in the background section of this report. The estimated City share for the cost of services to be installed in "Abbey Hill Farm - Phase 1" is as follows:

Cont'd...

Plan of Subdivision for "ABBEY HILL FARM - PHASE 1", Hamilton

Cont'd...

TYPE OF WORK	AMOUNT TO BE FINANCED
Street Lighting	$ 2,516.95
Sewer and Water Services (fronting City Parkland)	$ 82,125.05
Landscaping along City Park	$ 4,782.00
Catch Basin and Connections	$ 6,000.00
Sidewalks and Curbs	$ 17,225.02
Finished Roadways	$ 53,125.06
Development of Storm Channel	$190,037.92
TOTAL CITY SHARE	$335,832.00

The City share is attributable to works being constructed adjacent to or on City parklands and green City space, and is not recoverable.

The Subdivider's share of the estimated cost of the City services is $311,441.75.

For the Committee's information, sidewalks will not be installed on Mirella Court and Alderson Drive and on one side of Abbey Hill Crescent. This is in accordance with City policy and the estimated cost savings to the Subdivider is $7,000.00.

BACKGROUND

Clause 23(b) of Report 22-87 of the Planning and Development Committee, as adopted by City Council at its meeting held on November 24, 1987, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided.

The present owner of these lands is Shedaco Holdings Limited.

Abbey Hill Farm is a 43 single-family-lot subdivision located near Rymal Road and Upper James Street. The approved plan includes three blocks which are to be conveyed to the City for open space, storm water channels and park purposes. These Blocks are 44, 45 and 46 on the proposed final plan.

Cont'd...

Plan of Subdivision for "ABBEY HILL FARM - PHASE 1", Hamilton

Cont'd...

Block 46 is being conveyed to the City under the normal 5% park policies and in accordance with the City Neighbourhood Plan. The present owner is to seed the block at his cost, and the municipal services cost is shared in accordance with established policy. The area of the block exceeds the 5% requirement. Therefore, it is proposed to establish a credit which is to be applied to the remaining lands owned in the neighbourhood by Shedaco Holdings Limited.

Blocks 44 and 45, with an area of 1.36 ha, are to be acquired by the City for storm water channels. Twenty Mile Creek crosses the parcel. The area is to be improved with a channel, two ponds with a water depth of 1.8m, a 1.5m high chain link fence along abutting lots, and seeding of areas. The water depth in the ponds is recommended in order to reduce weed growth. An alternative to the above would be a concrete or rock channel with a higher construction cost for the proposed design. St. Elizabeth Village has had similar ponds upstream for several years. The total of these improvements is $250,000.00, which also includes the cost of the road crossing the valley.

Shedaco Holdings Ltd. has offered to convey the land to the City for One Dollar, but has requested that the City pay for the improvements. This is a reasonable request as the City has historically paid for similar improvements in the Stone Creek, Wire Creek and Battlefield Creek valleys. The difference between this one and the older areas is that it is proposed that all work be carried out in conjunction with the subdivision rather than at a later date.

It should be noted that should Shedaco not develop, then the City would have to purchase the flood plain to protect itself against claims arising out of the discharge of run-off-water from upstream urban development. The value of these lands is difficult to establish; however, based on compensation paid recently by the Region for downstream lands, the acquisition cost could well exceed $100,000.00. It is also noteworthy that Shedaco granted the Region a sanitary sewer easement across the lands for One Dollar which facilitated the construction of the Twenty Mile Creek Trunk Sewer required to develop the Garth-Rymal Road area.

The improvement cost could be significantly lowered if Abbey Hill Crescent was dead-ended on both sides of the valley. This is, however, not recommended because of the length of the existing dead-end streets, namely Malton Drive and Christopher Drive.

Cont'd...

Plan of Subdivision for "ABBEY HILL FARM - PHASE 1", Hamilton

Cont'd...

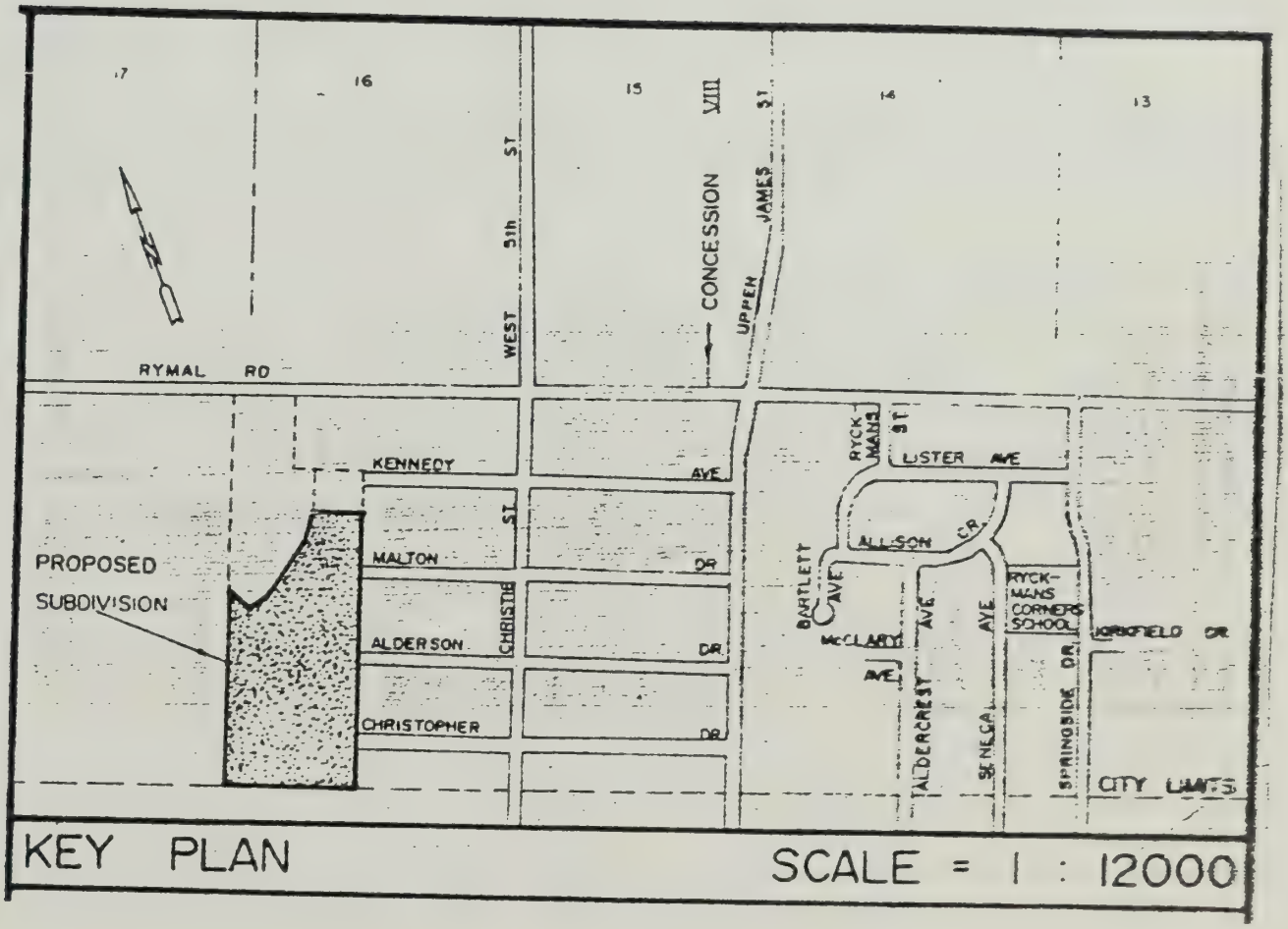
All external services are available, and the owners would like to proceed with the development this autumn if the City's Subdivision Agreement is approved in time.

Copies of the Engineer's estimates, Schedules "E", "F", "F-1" and "G", as prepared by Ashenhurst Nouwens Limited, and copies of the Final Survey Plan as prepared by A. S. Aldworth, O.L.S., have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of forty-three (43) lots for single-family residential use.

KAB:cab.

c.c. J. Schatz, Secretary, Executive Committee
E. Matthews, City Treasurer
B. Hotrum, City Treasury Department



KEY PLAN SCALE = 1 : 12000

22b.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 9
COMM FILE: 3-11.4
DEPT FILE: S718-53
ID#0043D (21)

SUBJECT:

Plan of Subdivision for "Red Hill Manor - No. 2", Hamilton

RECOMMENDATION

(a) That the submitted schedules for the estimated cost of services in "Red Hill Manor - No. 2", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered;

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and,

(d) That the City's share of the cost of services for the development ($21,034.72) be approved, and that the Executive Committee recommend the source of funding for this project.

(e) That the City Solicitor be authorized and directed to prepare appropriate By-law(s) to incorporate Block "C", Registered Plan 1437 into the Montmorency Court road allowance; and Block "D", Registered Plan 1437, and Block 31, Plan 62M-392 into the Montmorency Drive road allowance. The said By-law(s) for these lands is (are) to be registered following the registration of the plan of subdivision for "Red Hill Manor - No. 2", Hamilton.

G. S. Spencer
Commissioner of Engineering

Cont'd .....

Plan of Subdivision for "Red Hill Manor - No. 2", Hamilton.

Cont'd...

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in "Red Hill Manor - No. 2" is as follows:

TYPE OF WORK	AMOUNT TO BE CONSIDERED
Finished Roads and Lot Grading	$ 17,052.00
Fencing	$ 3,982.72
TOTAL CITY SHARE	$ 21,034.72

A portion of the City share ($17,052.00) is attributable to extra depth asphalt on Albright Road and the remaining portion ($3,982.72) is for the City's share of a chain link fence at the rear of Lots 21 to 31 inclusive. These lots are adjacent to City owned open space lands. These costs are non-recoverable.

The estimated cost of the Subdivider's share of the City services is estimated to be $ 400,274.71 .

For the Committee's information, sidewalks will not be installed on Haskins Court. This is in accordance with City policy.

The cost savings to the Subdivider because sidewalks will not be installed on Haskins Court is estimated to be $17,000.00.

BACKGROUND

Clause 6(b) of the Twenty-first Report of the Planning and Development Committee, as adopted by City Council at its meeting held on October 14, 1986, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided.

The present owner of these lands is Joben Resources Inc. (Patrick J. McNally, President.)

Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by Sidney W. Woods Inc. have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of sixty-seven (67) lots presently and three (3) future lots, all for single-family residential use.

Cont'd .....

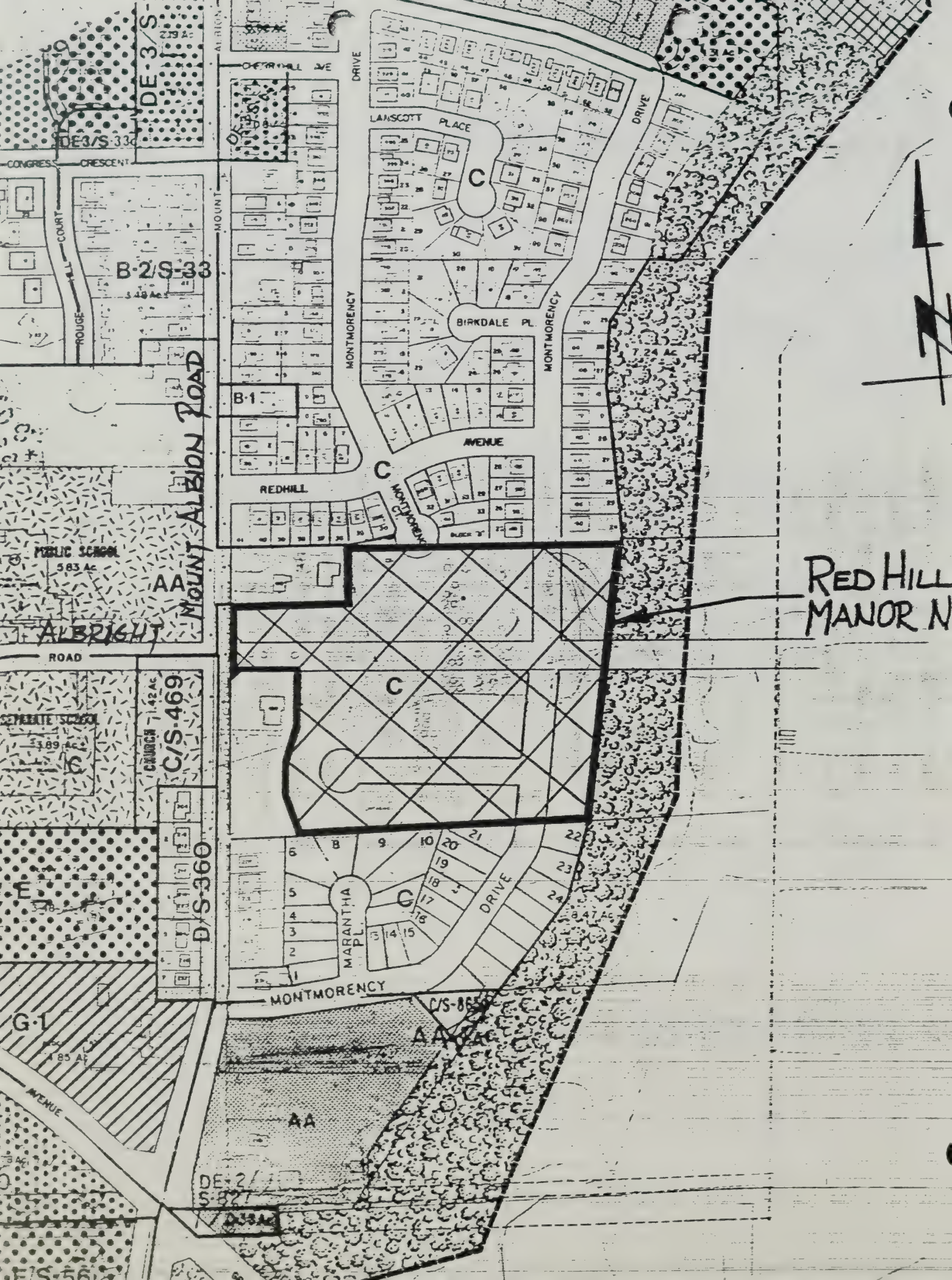
Plan of Subdivision for "Red Hill Manor - No. 2", Hamilton.

Cont'd...

For the Committee's information there are three (3) one foot reserves owned by the City which are located at the limits of this subdivision, on Montmorency Court and Montmorency Drive. These reserves are to be incorporated into the respective road allowances. These reserves are known as Blocks "C" and "D" on Registered Plan 1437 and Block "31" on Plan 62M-392, and once incorporated into the respective road allowances, will provide access to the plan of subdivision for "Red Hill Manor - No. 2", Hamilton.

DVC:jd

cc: J. Schatz, Secretary, Executive Committee
cc: E. Matthews, City Treasurer
cc: B. Hotrum, City Treasury Department
cc: K. Rouff, City Solicitor
cc: M. Chidley, Regional Surveyor


DE-3/S-
DE3/S-33
CONGRESS CRESCENT
COURT
ROUGE
MOUNT
B-2/S-33
3.48 Ac
B-1
ALBION ROAD
MONTMORENCY DRIVE
LANSCOTT PLACE
C
BIRKDALE PL.
7.24 Ac
AVENUE
REDHILL
PUBLIC SCHOOL
5.83 Ac
AA
MOUNT ALBION
ALBRIGHT
ROAD
RED HILL
MANOR N
C/S-469
SEPARATE SCHOOL
3.89 Ac
CHURCH 1.42 Ac
D/S-360
E
MARANTHA PL.
DRIVE
8.47 Ac
MONTMORENCY
C/S-85
G-1
1.85 Ac
AVENUE
DE-2/S-82
D/S-84

22c.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 11
COMM FILE: 3-11.4
DEPT FILE: S712-13
I.D. 0043D(37)

SUBJECT

Plan of Subdivision for **"LILLIAN HEIGHTS - PHASE 1"**, Hamilton

RECOMMENDATIONS

(a) That the submitted schedules for the estimated cost of services in "Lillian Heights - Phase 1", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered;

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing;

(d) That the City's share of the cost of services for the development ($ 156,260.00) be approved, and that the Executive Committee recommend the source of funding for this project.

G.S. Spencer, P. Eng.
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies.

The estimated City share for the cost of services to be installed in **"Lillian Heights - Phase 1"** is as follows:

Cont'd...

Plan of Subdivision for "LILLIAN HEIGHTS - PHASE 1", Hamilton

Cont'd...

TYPE OF WORK	AMOUNT TO BE FINANCED
Curbs & Sidewalks	$ 22,344.00
Finished Roads	$ 104,216.00
Catch Basins & Connections	$ 24,640.00
Dead-End Street Barricade	$ 560.00
Street Lighting	$ 4,500.00
TOTAL CITY SHARE	$ 156,260.00

A portion of the City share ($ 44,666.00) is attributable to extra width and depth asphalt on Grayrocks Avenue and Broughton Avenue and is not recoverable. Another portion of the City share ($ 78,488.00) is attributable to the Public School Board of Education lands along the south side of Broughton Avenue and are recoverable under the present servicing agreements between the City and the Board. The remaining portion of the City share ($ 33,106.00) is associated with a 0.3 metre Reserve along the west side of Grayrocks Road. These costs are recoverable in the future when the abutting lands develop.

The estimated cost of the Subdivider's share of the City services is estimated to be $ 547,532.74.

BACKGROUND

Clause 3(b) of the Fourteenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on July 28, 1987, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided.

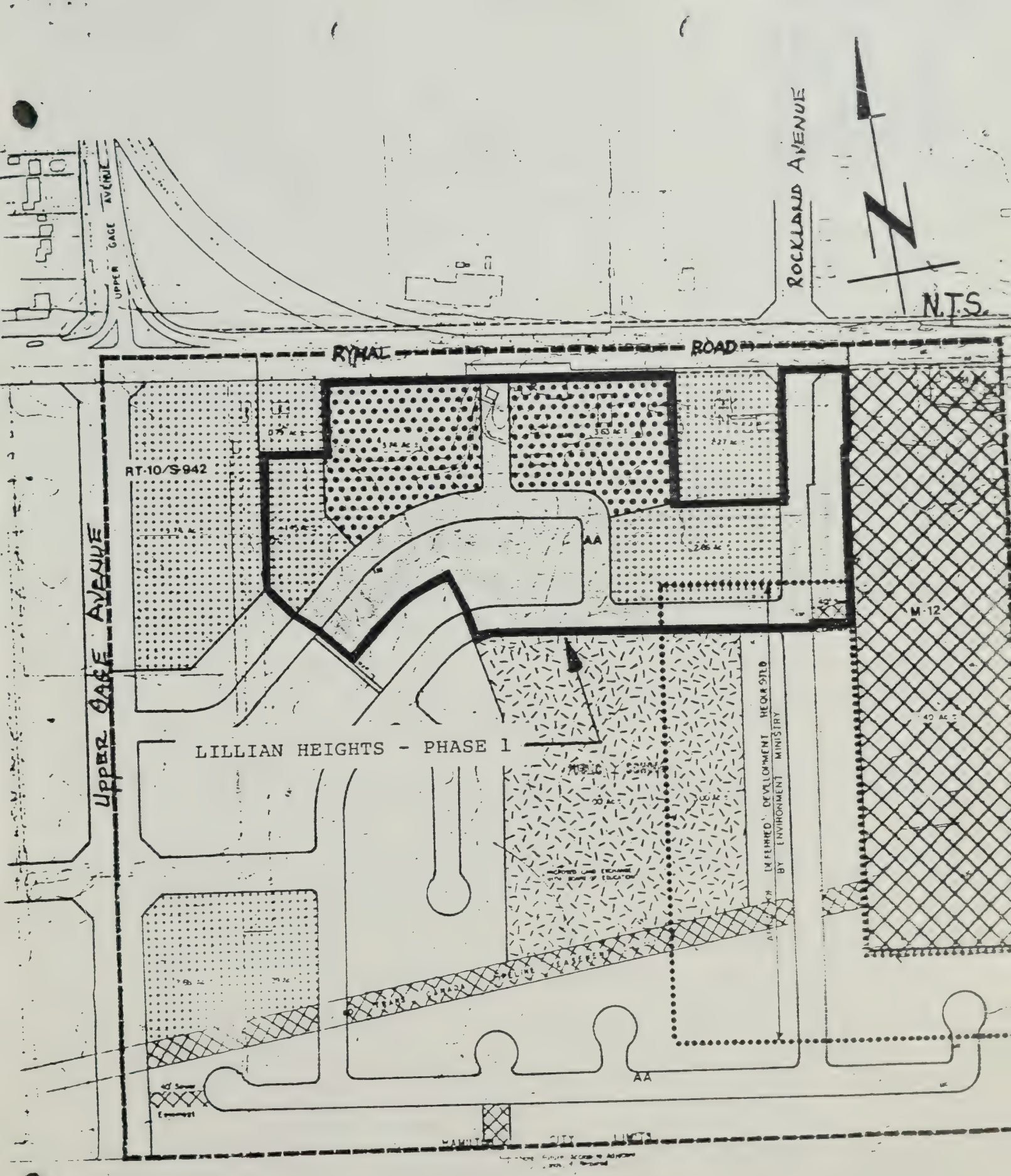
The present owner of these lands is 779573 Ontario Inc. (Clemente Valeri, President)

Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A. J. Clarke & Associates, have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of thirty-six (36) Lots for single-family residential use and four (4) Blocks for multiple residential development.

DVC:sm

c.c. J. Schatz, Secretary, Executive Committee
E. Matthews, City Treasurer
B. Hotrum, City Treasury Department


ROCKLAND AVENUE
N.T.S.
UPPER GAGE AVENUE
RYMAL ROAD
RT-10/S-942
AA
M-12
LILLIAN HEIGHTS - PHASE 1
INTERIM DEVELOPMENT REQUIRED BY ENVIRONMENT MINISTRY
AA

22d.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988, August 12
COMM FILE: 3-11.4
DEPT FILE: S720-20
ID#0043D (32)

SUBJECT:

Plan of Subdivision for
"TEMPLEMEAD NO. 1 SURVEY - PHASE 2", Hamilton

RECOMMENDATION

(a) That the submitted schedules for the estimated cost of services in "Templemead No. 1 Survey - Phase 2", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered;

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and,

(d) That the City's share of the cost of services for the development ($ 318,383.00) be approved, and that the Executive Committee recommend the source of funding for this project.

(e) That the City Solicitor be authorized and directed to prepare appropriate By-law(s) to incorporate the following Parts into the respective noted road allowances:

(a) Part 4, Plan 62R-9557 - into the Templemead Drive road allowance
(b) Part 1, Plan 62R-9557 - into the Mount Pleasant Drive road allowance
(c) Part 1, Plan 62R-9471 - into the Templemead Drive road allowance
(d) Part 1, Plan 62R-9553 - into the Rita Avenue road allowance
(e) 0.3 m Reserves - Blocks 51 and 53, Plan 62M-484 - into the Templemead Drive road allowance
(f) 0.3 m Reserves - Parts 13, 15, and 16, Plan 62R-9377 - into the Templemead Drive and Royalvista Drive road allowances
(g) 0.3 m Reserve - Block 20, Plan 62M-505 - into the Templemead Drive road allowance

Cont'd...

Plan of Subdivision for "TEMPLEMEAD NO. 1 SURVEY - PHASE 2", Hamilton.

Cont'd...

The said By-law(s) for these lands is(are) to be registered following the registration of the Plan of subdivision for "Templemead No. 1 Survey - Phase 2", Hamilton.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in "Templemead No. 1 Survey - Phase 2" is as follows:

TYPE OF WORK	AMOUNT TO BE CONSIDERED
Curbs and Sidewalks	$ 77,490.00
Finished Roads	$ 208,080.00
Catch Basins & Connections	$ 18,000.00
Dead-End Street Barricades	$ 2,813.00
Street Lighting	$ 12,000.00
TOTAL CITY SHARE	$ 318,383.00

A portion of the City share ($ 48,600.00) is attributable to extra depth asphalt on Royalvista Drive and Templemead Drive and is not recoverable in the future. Another portion ($ 213,600.00) is associated with 0.3 metre Reserves on Templemead Drive, Mount Pleasant Drive, Royalvista Drive and Rita Avenue and will be fully recoverable in the future when the abutting lands are developed. The remaining portion of the City share ($ 56,183.00) is attributable to the Public School Board of Education lands on Templemead Drive, opposite Lots 130 to 140 (inclusive) and are recoverable under the present servicing agreements between the City and the Board

The estimated cost of the Subdivider's share of the City services is estimated to be $ 897,001.22 .

For the Committee's information, sidewalks will not be installed on Pompano Court and Innswood Place. This is in accordance with City policy.

The cost savings to the Subdivider because sidewalks will not be installed on Pompano Court and Innswood Place is estimated to be $27,000.00.

Cont'd...

Plan of Subdivision for "TEMPLEMEAD NO. 1 SURVEY - PHASE 2", Hamilton

Cont'd...

BACKGROUND

Clause 33(b) of the Third Report of the Planning and Development Committee, as adopted by City Council at its meeting held on February 9, 1988, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided.

The present owners of these lands are P. Barnett Construction Limited (Percy Barnett, President.) and 448947 Ontario Limited

Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A. J. Clarke & Associates have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of one hundred fourty-nine (149) lots. Provisions are also being made to service 48 lots to be developed in the future by abutting land owners. All of these lots are for single-family residential use.

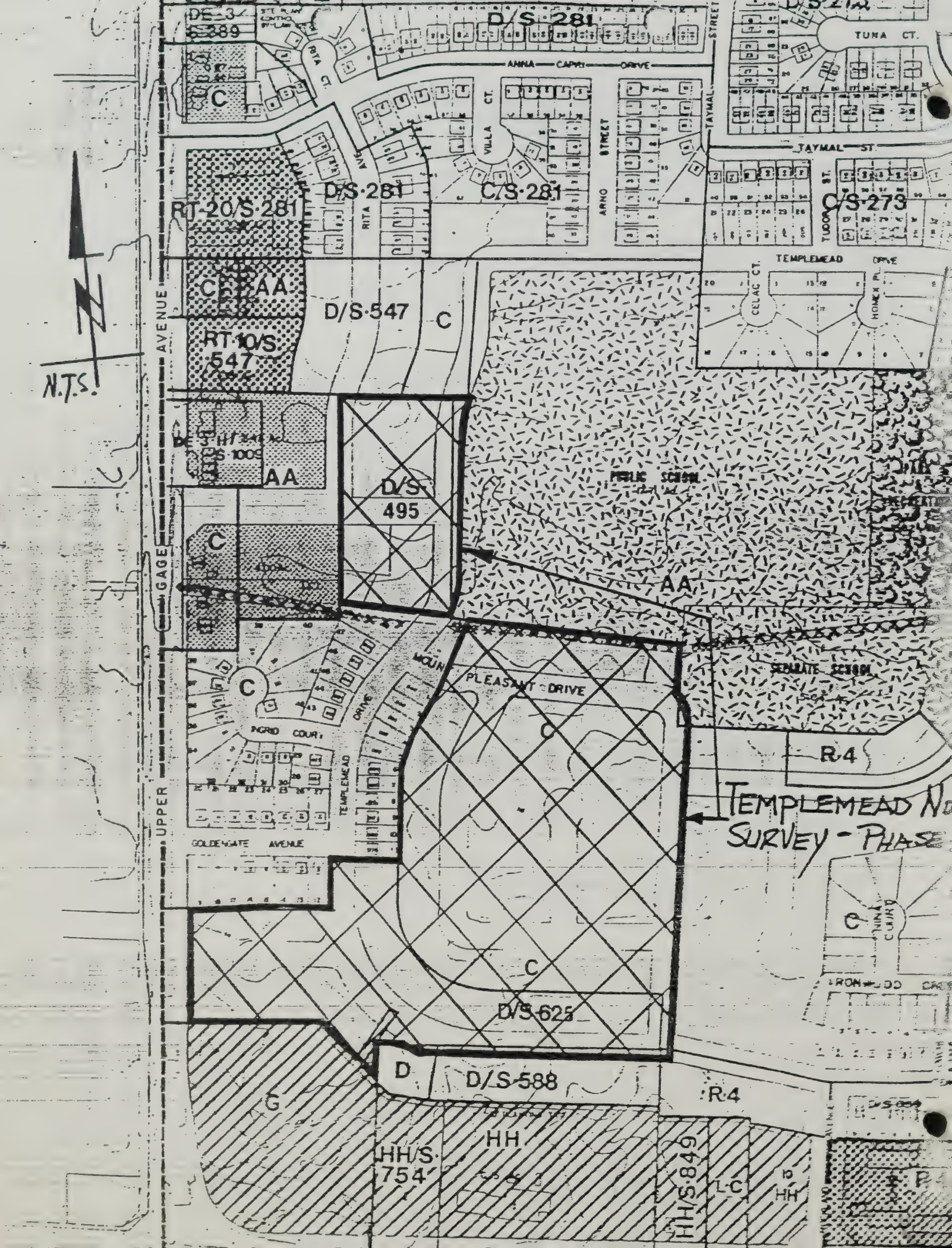
For the Committee's information, there are numerous pieces of land and 0.3 metre Reserves that are either presently owned or in the process of being acquired by the City which are needed for the completion of abutting road allowances in the plan. The subject lands are known as follows:

(a) Part 1, Plan 62R-9471 - into the Templemead Drive road allowance
(b) Part 4, Plan 62R-9557 - into the Templemead Drive road allowance
(c) Part 1, Plan 62R-9557 - into the Mount Pleasant Drive road allowance
(d) Part 1, Plan 62R-9553 - into the Rita Avenue road allowance
(e) 0.3 m Reserve - Block 20, Plan 62M-505 - into the Templemead Drive road allowance
(f) 0.3 m Reserves - Blocks 51 and 53, Plan 62M-484 - into the Templemead Drive road allowance
(g) 0.3 m Reserves - Parts 13, 15, and 16, Plan 62R-9377 - into the Templemead Drive and Royalvista Drive road allowances

The above-noted lands are to be incorporated into the respective road allowances by By-law following the registration of this plan of subdivision.

DVC:jd

cc: J. Schatz, Secretary, Executive Committee
cc: E. Matthews, City Treasurer
cc: B. Hotrum, City Treasury Department
cc: K. Rouff, City Solicitor
cc: M. Chidley, Regional Surveyor


N.T.S.
D/S 281
TUNA CT.
ANNA CAPRI DRIVE
JAYMAL STREET
JAYMAL ST.
VILLA CT.
ARNO STREET
RITA AVE.
RT-20/S-281
D/S-281
C/S-281
C/S-273
TUDOR ST.
TEMPLEMEAD DRIVE
CELAC CT.
HONEY PL.
C
AA
RT-10/S 547
D/S-547
GAGE AVENUE
UPPER
AA
D/S 495
PUBLIC SCHOOL
PARK
SECULATE SCHOOL
PLEASANT DRIVE
MOUNT
TEMPLEMEAD DRIVE
GOLDENGATE AVENUE
R-4
TEMPLEMEAD NO
SURVEY - PHASE
D/S-625
D
D/S-588
R-4
G
HH
HH/S 754
HH/S-849
L-C
HH

22e.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 12
FILE: 3-11-4
DEPT FILE: S702-38
ID#0242D (11)

SUBJECT:

Plan of Subdivision for "Bentwood Place", Hamilton.

RECOMMENDATIONS

(a) That the submitted schedules for the estimated cost of services in "Bentwood Place", as approved by the Commissioner of Engineering, be adopted for enclusion in the proposed Subdivision Agreement.

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.

(d) That the City's share of the cost of services for the development ($55,342.00) be approved, and that the Executive Committee recommend the source of funding for this project.

(e) That the Final Plan of Subdivision for "Bentwood Place" not be released for registration until the Final Plan of Subdivision for "Templemead No. 1 Survey - Phase 2 has been registered.

G. S. SPENCER
COMMISSIONER OF ENGINEERING

Cont'd...

Plan of Subdivision for "Bentwood Place", Hamilton.

Cont'd...

FINANCIAL IMPLICATION

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in "Bentwood Place" is $55,342.00 and is broken down as follows:

Type of Work	Amount to be Considered
Final Roadways	$43,255.00
Combined Curbs and Walks	$ 7,409.00
Catch Basins and Connections	$ 3,928.00
Street Lighting	$ 750.00
TOTAL CITY SHARE	$55,342.00

A portion of the City share in the amount of $26,193.00 is non-recoverable and is attributable to the use of extra width and extra depth asphalt on Royalvista Drive. The remainder of the City share, $29,149.00 is recoverable from adjacent landowners.

The estimated cost the Subdivider's share of the City Services is estimated to be $90,476.50.

BACKGROUND

Clause 5(b) of the Eighth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on April 12, 1988, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided.

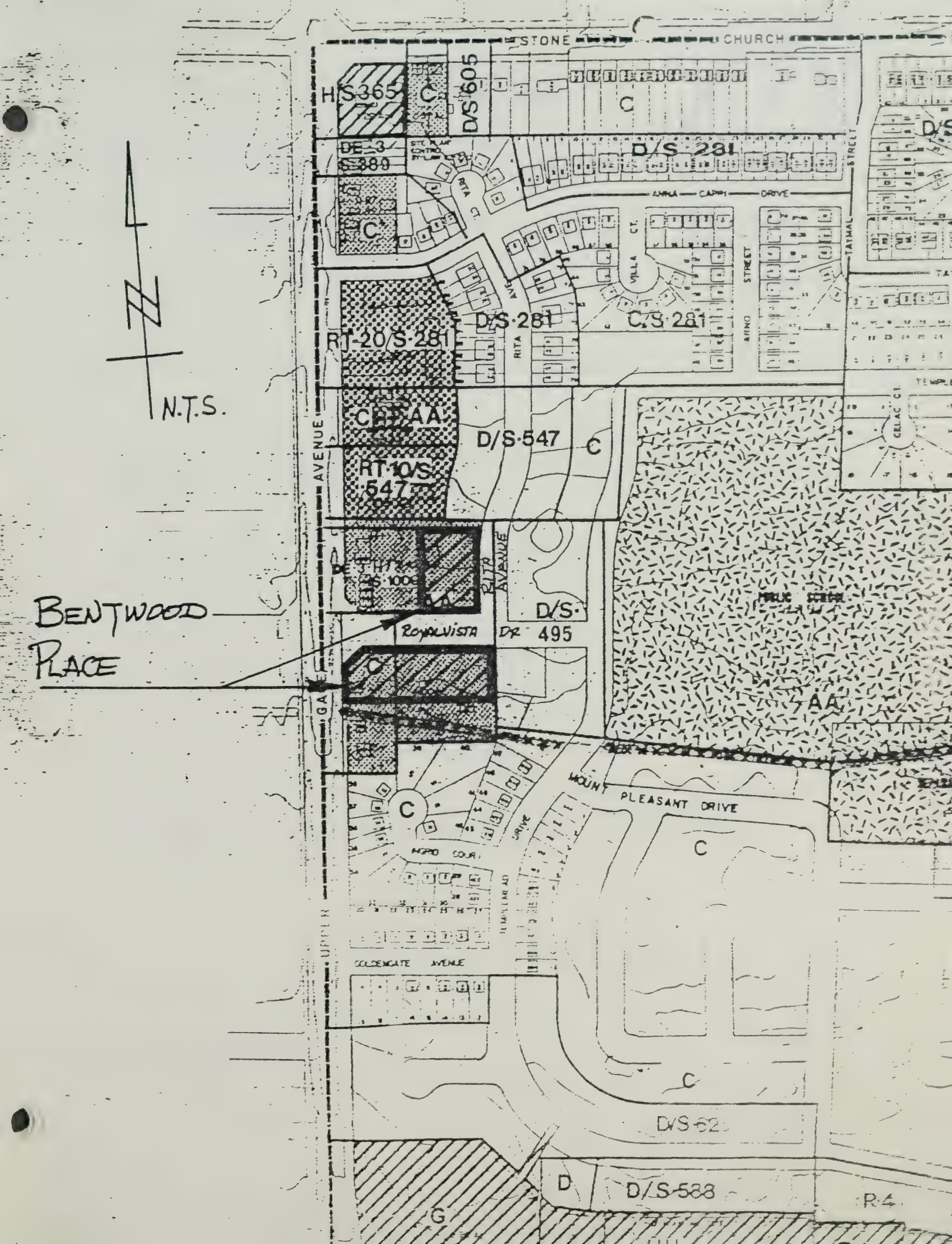
The present owner of these lands is 660555 Ontario Limited. Copies of the Engineer's estimates for the cost of services, Schedules 'E', 'F' and 'G', and copies of the proposed Survey Plan as prepared by A. J. Clarke and Associates, have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of twenty-seven (27) lots presently and eight (8) future lots, all for single family residential use.

The plan of subdivision for "Templemead No. 1 Survey - Phase 2" will have to be registered prior to this development because there are certain roadways being established and municipal services being constructed under the "Templemead No. 1 Survey - Phase 2" that are required for this plan.

DVC:jd

cc: J. Schatz, Secretary, Executive Committee
E. Matthews, City Treasurer
B. Hotrum, City Treasury Department


STONE CHURCH
H/S-365
C
D/S-605
C
D/S 281
DE-3
S-389
C
D/S-281
C/S-281
RT-20/S-281
CR-AA
RT-10/S-547
D/S-547
C
RITA AVENUE
D/S-
DR 495
ROYALVISTA
C
AA
MOUNT PLEASANT DRIVE
C
C
D/S-62
D
D/S-588
G
R-4
N.T.S.
BENTWOOD PLACE

22f.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 11
COMM FILE: 3-11.4
DEPT FILE: S708-53
I.D. 0043D(34)

SUBJECT

Plan of Subdivision for "HIGHRIDGE HILLS - STAGE 1", Hamilton

RECOMMENDATIONS

(a) That the submitted schedules for the estimated cost of services in "Highridge Hills - Stage 1", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered;

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing;

(d) That the City's share of the cost of services for the development ($160,752.61) be approved, and that the Executive Committee recommend the source of funding for this project.

(e) That the City Solicitor be directed to apply to the Regional Municipality of Hamilton-Wentworth for approval to establish Atherley Drive pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies.

Cont'd...

Plan of Subdivision for "Highridge Hills - Stage 1", Hamilton

Cont'd...

The estimated City share for the cost of services to be installed in "Highridge Hills - Stage 1" is as follows:

TYPE OF WORK	AMOUNT TO BE FINANCED
Curbs & Sidewalks	$ 40,365.13
Finished Roads	$ 90,292.48
Ditch Inlets & Connections	$ 4,255.00
Catch Basins & Connections	$ 8,625.00
Street Lighting	$ 4,500.00
Sodding	$ 12,535.00
TOTAL CITY SHARE	$160,572.61

A portion of the City share ($42,096.00) is attributable to extra width and depth asphalt on Atherley Drive and Rexford Drive and is not recoverable. The remaining portion of the City share ($118,476.61) is attributable to the Separate School Board of Education lands on Rexford Drive, north of this plan of subdivision and are recoverable under the present servicing agreements between the City and the Board or through 0.3 metre Reserves which will be created when the Rexford Drive road allowance is established.

The estimated cost of the Subdivider's share of the City services is estimated to be $660,756.42.

For the Committee's information, sidewalks will not be installed on Avonbridge Court and Amblecote Place. This is in accordance with City policy.

The cost savings to the Subdivider because sidewalks will not be installed on Avonbridge Court and Amblecote Place is estimated to be $27,600.00.

BACKGROUND

Clause 9(b) of the Eighth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on April 28, 1987, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. Please note that when the Draft Plan for these lands was originally approved, it was known as "City View Estates". The lands were subsequently sold and the new owners changed the subdivision name.

Cont'd...

Plan of Subdivision for "Highridge Hills - Stage 1", Hamilton

Cont'd...

The present owner of these lands is Highridge Developments (Hamilton) Limited (Peter DeSantis & William Robinson, Officers)

Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", as prepared by Parker Consultants and copies of the proposed Final Survey Plan, as prepared by J. D. Barnes Limited, have been submitted to Regional Engineering for approval.

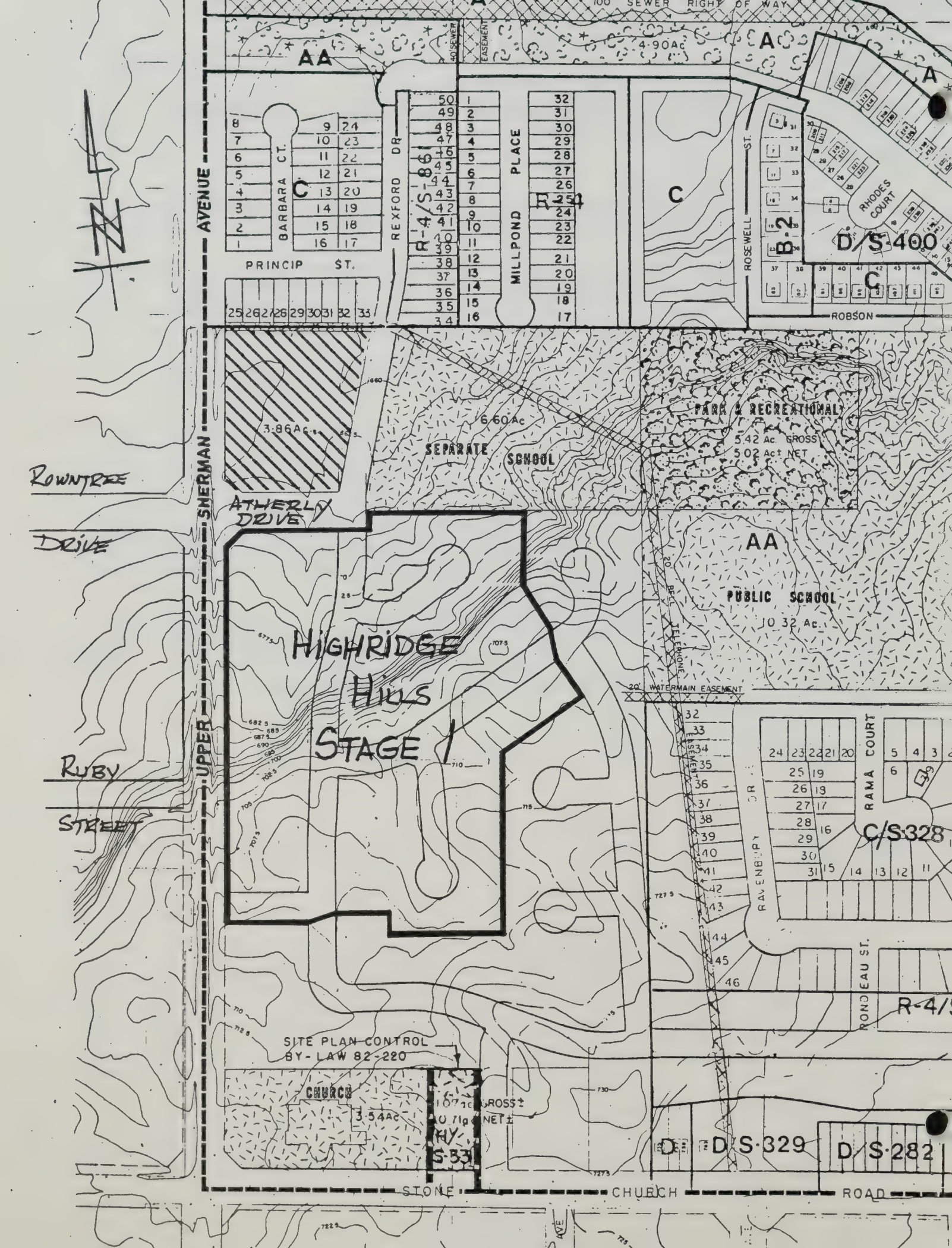
Development of these lands will result in the creation of one hundred-eight (108) lots, all for single-family residential use.

For the Committee's information, the City of Hamilton presently owns the lands required for Atherley Drive between Upper Sherman Avenue and Rexford Drive, and owns those lands required for Rexford Drive extending from Atherley Drive northerly to an existing portion of Rexford Drive as established under the plan of subdivision for Rolga Heights. These two (2) roads are to constructed to full municipal standards in conjunction with the development of this Plan. These roads will be established as public road allowances by By-law following the registration of the plan of subdivision for Highridge Hills - Stage 1.

Also, since the Atherley Drive road allowance is to be established opening onto a Regional Road (that being Upper Sherman Avenue - Regional Road No. 164), the City must apply to the Region for approval to do so, pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act.

DVC:cab.

c.c. J. Schatz, Secretary, Executive Committee
E. Matthews, City Treasurer
B. Hotrum, City Treasury Department
K. A. Rouff, City Solicitor
M. A. Chidley, Regional Surveyor


AA
A
100' SEWER RIGHT OF WAY
40' SEWER EASEMENT
4.90Ac
BARBARA CT.
PRINCIP ST.
REXFORD DR.
R-4/S-861
MILLPOND PLACE
R-4
ROSEWELL ST.
RHODES COURT
B-2
D/S-400
ROBSON
SHERMAN AVENUE
3.86Ac±
6.60Ac
SEPARATE SCHOOL
PARK & RECREATIONAL
5.42 Ac. GROSS
5.02 Ac± NET
ROWNTREE DRIVE
ATHERLY DRIVE
HIGHRIDGE HILLS STAGE 1
PUBLIC SCHOOL
10.32 Ac.
20' BELL TELEPHONE
20' WATERMAIN EASEMENT
UPPER RUBY STREET
RAVENBURY DR.
RAMA COURT
C/S-328
RONDEAU ST.
R-4/S
SITE PLAN CONTROL
BY-LAW 82-220
CHURCH
3.54Ac
GROSS±
NET±
HY
S-33
D/S-329
D/S-282
STONE CHURCH ROAD

229.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 August 11
COMM FILE: 3-11.4
DEPT FILE: S715-20
I.D. 0246D(11)

SUBJECT

Plan of Subdivision for "OAKDALE ESTATES - PHASE 1", Hamilton.

RECOMMENDATIONS

(a) That the submitted schedules for the estimated cost of services in "Oakdale Estates - Phase 1", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered;

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and,

(d) That the City's share of the cost of services for the development ($208,713.24) be approved, and that the Executive Committee recommend the source of funding for this project.

(e) That the City Solicitor be authorized and directed to prepare a By-law to incorporate the 0.3m Reserve, Block 123 on Plan 62M-516, into Brigade Drive. The said By-law for this parcel of land is to be registered following the registration of the Plan of Subdivision for "Oakdale Estates - Phase 1", Hamilton.

G. S. Spencer
Commissioner of Engineering

Cont'd...

Plan of Subdivision for "OAKDALE ESTATES - PHASE 1", Hamilton

Cont'd...

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with the standard City policies. The estimated City share for the cost of services to be installed in "Oakdale Estates - Phase 1" is as follows:

TYPE OF WORK	AMOUNT TO BE FINANCED
Street Lighting	$ 4,891.00
Sewer and Water Services (fronting City Parkland)	$ 41,841.42
Fencing (abutting City Parkland)	$ 1,335.50
Catch Basin and Connections	$ 8,877.28
Sidewalks and Curbs	$ 37,374.75
Finished Roadways	$113,699.47
Dead-end Barricades	$ 693.82
TOTAL CITY SHARE	$208,713.24

A portion of the City share ($166,173.49) is attributable to works being constructed fronting City parklands on Brigade Drive, and also extra strength and extra width asphalt on Emperor Avenue and Brigade Drive. These costs are non-recoverable. However, the remainder of the City share, ($42,539.75) is recoverable when abutting lands are developed on Emperor Avenue.

The Subdivider's share of the estimated cost of the City services is $517,258.28.

For the Committee's information, sidewalks will not be installed on either side of Antoinette Court, Borodino Court and the south and west sides of Essling Avenue. This is in accordance with City policy and the estimated cost savings to the Subdivider is $43,500.00.

BACKGROUND

Clause 24(a) of the Fifteenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on June 28, 1988, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided.

The present owner of these lands is 428680 Ontario Limited.

Cont'd...

Plan of Subdivision for "OAKDALE ESTATES - PHASE 1", Hamilton

Cont'd...

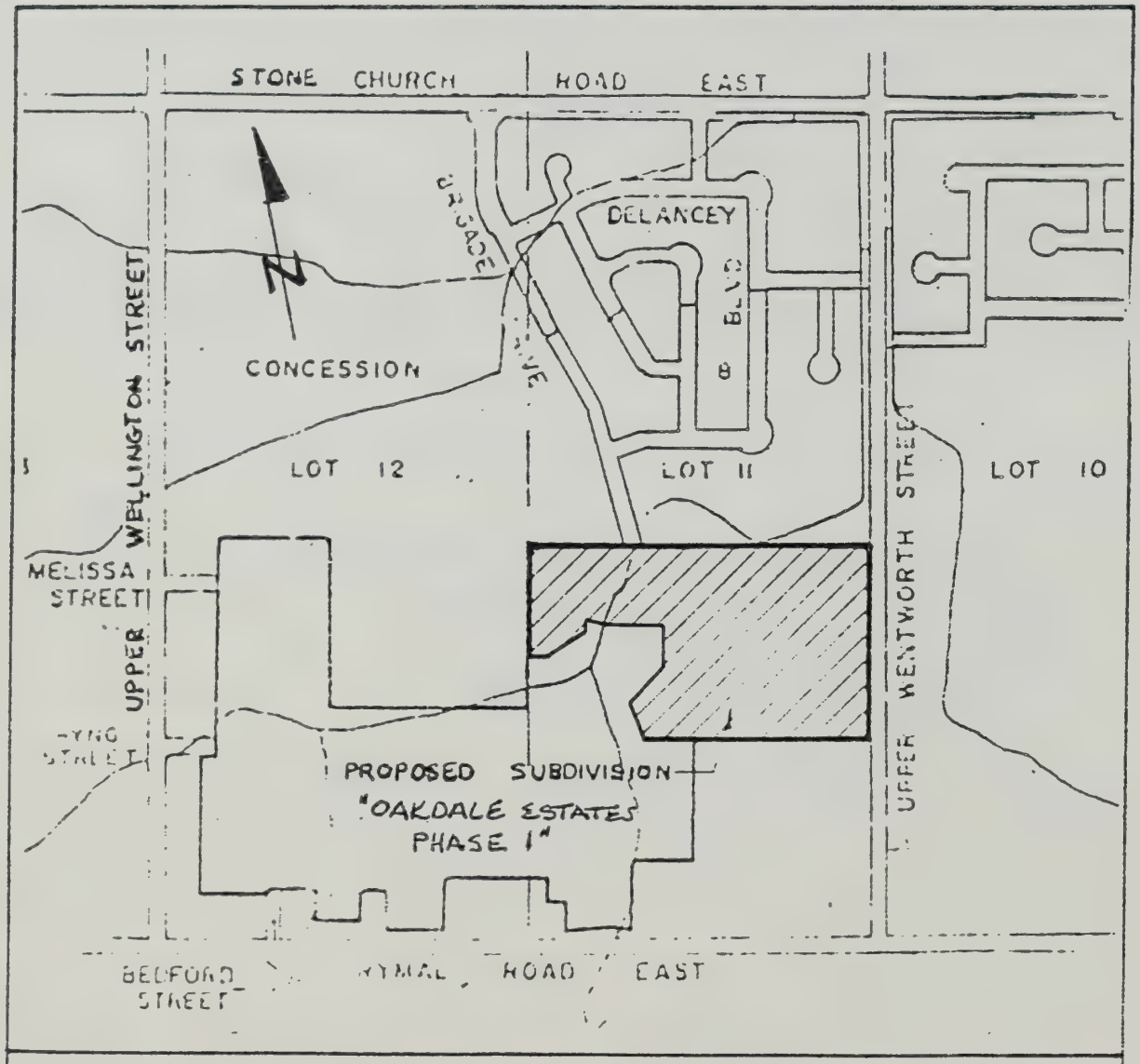
Copies of the Engineer's estimates, Schedules "E", "F", "F-1" and "G", as prepared by Urbex Management Limited, and copies of the Final Survey Plan as prepared by J. David Peters, O.L.S., have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of seventy-six (76) lots for single-family residential use.

The 0.3m Reserve owned by the City and located at the existing south limit of Brigade Drive is to be incorporated into the Brigade Drive road allowance. The 0.3m Reserve is known as Block 123 on Plan 62M-516, and when incorporated into the road allowance, will provide access to the Plan of Subdivision for "Oakdale Estates - Phase 1".

CAU:cab.

c.c. J. Schatz, Secretary, Executive Committee
E. Matthews, City Treasurer
B. Hotrum, City Treasury Department
K. A. Rouff, City Solicitor
D. W. Vyce, Director of Property
M. A. Chidley, Regional Surveyor


STONE CHURCH ROAD EAST
N
CONCESSION
DELANCEY
BLVD
LOT 12
LOT 11
LOT 10
MELISSA STREET
UPPER WELLINGTON STREET
UPPER WENTWORTH STREET
PROPOSED SUBDIVISION
"OAKDALE ESTATES
PHASE I"
BELFORD STREET
ROAD EAST

KEY PLAN

22h.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 12
COMM FILE: 3-11.4
DEPT FILE: S726-82
ID#0043D (35)

SUBJECT:

Land Severance Applications H-161 and 162-84
Modified Subdivision Agreement
for **"LEGGETT CRESCENT"**, Hamilton

RECOMMENDATION

(a) That the submitted schedules for the estimated cost of services on "Leggett Crescent" Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Modified Subdivision Agreement;

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Modified Subdivision Agreement between the City of Hamilton and the Owner.

(c) That the approval of the above clauses be subject to the condition that no work be commenced until the Modified Subdivision Agreement has been registered;

(d) That in the event the Subdivider wishes to proceed prior to the registration of the Modified Subdivision Agreement, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and,

(e) That the City's share of the cost of services for the development ($12,910.00) be approved, and that the Executive Committee recommend the source of funding for this project.

(f) That the City Solicitor be authorized and directed to prepare the appropriate By-law(s) to incorporate Part "5", on Reference Plan No. 62R-4626 and Block "10", Plan 62M-412, into the Leggett Crescent road allowance.

G. S. Spencer
Commissioner of Engineering

Cont'd .....

Land Severance Applications H-161 and 162-84
Modified Subdivision Agreement
for "LEGGETT CRESCENT", Hamilton

Cont'd...

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed on "Leggett Crescent", Hamilton is as follows:

TYPE OF WORK	AMOUNT TO BE CONSIDERED
Curbs and Sidewalks	$ 2,645.00
Finished Roads	$ 7,360.00
Catch Basins & Connections	$ 2,530.00
Street Lighting	$ 375.00
TOTAL CITY SHARE	$ 12,910.00

The City share ($12,910.00) is attributable to a 0.3 metre reserve on the north side of Leggett Crescent directly to the east of the subject lands. These costs are recoverable in the future when the lands develop.

The estimated cost of the Subdivider's share of the City services is estimated to be $ 26,359.73 .

BACKGROUND

The Land Division Committee granted conditional approval to the severance of the subject lands in December of 1984. A condition of approval required that the land owners enter into Modified subdivision agreements with the City to provide for the installation of municipal services.

The present owner of these lands are W. & C. Thompson

Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A. J. Clarke and Associates have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of two (2) lots presently and provides for two (2) additional lots in the future. All lots are for single-family residential use.

Cont'd .....

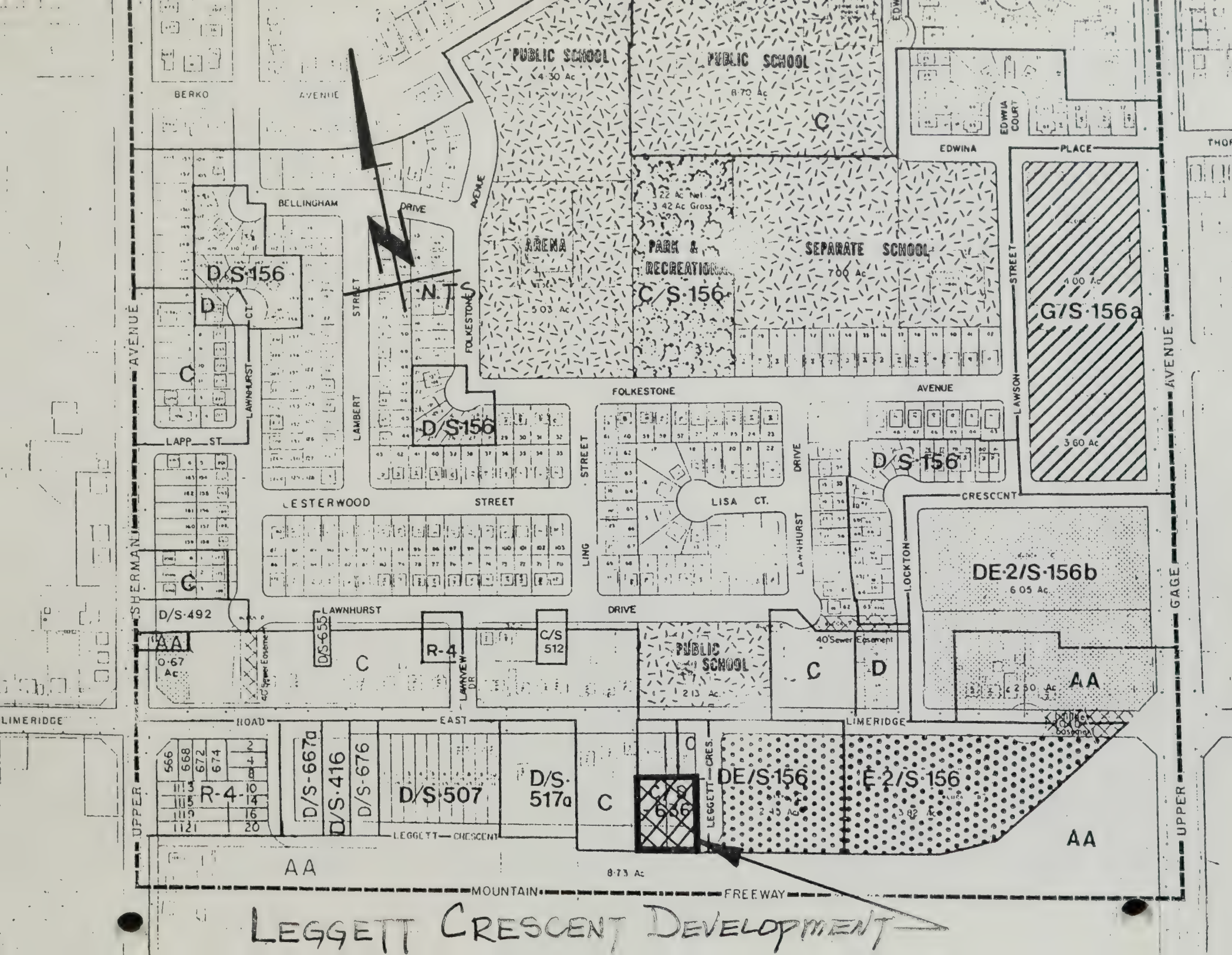
Land Severance Applications H-161 and 162-84
Modified Subdivision Agreement
for "LEGGETT CRESCENT", Hamilton

Cont'd...

For the Committee's information there is a 0.5m Reserve, known as Block "10", Plan 62M-412 owned by the City which is located at the westerly limit of these lands, on Leggett Crescent. Also, the City presently owns a Parcel of land, known as Part 5, Plan 62R-4626, adjacent to the lands to be developed which is to be established as part of the Leggett Crescent road allowance. The 0.5m reserve (Block "10" Plan 62M-412) and Part 5, Plan 62R-4626, are to be incorporated into the Leggett Crescent road allowance by By-law.

DVC:sm

cc: J. Schatz, Secretary, Executive Committee
cc: E. Matthews, City Treasurer
cc: B. Hotrum, City Treasury Department
cc: K. Rouff, City Solicitor
cc: M. Chidley, Regional Surveyor



LEGGETT CRESCENT DEVELOPMENT

23.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 12
COMM FILE:
DEPT FILE: E308-02C
ID#0043D(29)

SUBJECT:

PPM Canada Inc. Application Submission to the Ontario Ministry of the Environment for Certificate of Approval to carry out PCB decontamination at the Columbian Chemicals facility located at 755 Parkdale Avenue North in Hamilton.

RECOMMENDATION

That the Local Approvals Branch of the Ontario Ministry of the Environment be informed that:

(1) The City of Hamilton has no objection to the proposed work being carried out, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully.

(2) The 30 day notification period that is normally required after a Site Certificate of Approval is issued be waived so that the proposed work can be carried out as scheduled.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Columbian Chemicals has hired PPM Canada Inc. to decontaminate two transformers currently in use at their 755 Parkdale Avenue North plant. PPM Canada Inc. is a provincially licensed agency qualified to carry out the proposed work. The work will take place inside the Columbian Chemical facility at its Parkdale Avenue North location.

The transformers that require decontamination collectively contain 640 gallons of PCB contaminated mineral oil. The levels of contamination have been measured and the average is 220 PPM, range 120 PPM - 325 PPM. Provincial Standards consider PCB Contamination ratios of 50 ppm or less as acceptable.

PPM Canada Inc.

Cont'd ....

In the PPM process, a reagent is added to the contaminated oil. A chemical reaction occurs which breaks down the PCB's, leaving oil, sodium chloride and polymer. The oil which has been cleansed to an environmentally acceptable level can therefore be reprocessed and used again. In this particular case, approximately 640 gallons of waste oil will be delivered for reprocessing to a Ministry licenced facility namely Breslube of Breslau, Ontario.

Under normal operating conditions, PPM Canada Inc. operates a closed system and PCB contaminated solids are not produced. If any PCB solids are generated, they will remain in Columbian Chemicals licenced (11/82) storage area. Approximately, one quarter drum of PCB solids, less than 50 PPM concentration, would be stored in this case.

Any solids that come into contact with PCB oil will be rinsed with oil and reagent and left with Columbian Chemicals. The oil will be added to tne treatment tank for decontamination.

If given the Ministry's approval to proceed, PPM Canada Inc. officials will schedule work to be carried out during a two day period between August 25 and 26, 1988.

EG:sm

FOR ACTION

24.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 15
COMM FILE:
DEPT FILE: T103-03(191
ID#0244D(25)

SUBJECT:

On July 22, 1986, City Council authorized the closure and sale of Gosford Drive to the abutting townhouse at market value. On June 28, 1988, City Council directed that the sale not proceed until it was determined if Gosford Drive could be re-opened.

RECOMMENDATION

1. That Gosford Drive from Upper Paradise Road to Gilcrest Street not be re-opened.

2. That the City Real Estate Department negotiate with the owners of the adjacent townhouse site, the sale of Gosford Drive including the opening of a driveway from the townhouse site across Gosford Drive to Upper Paradise Road, and the closing of the existing driveway at the bend in Gilcrest Street.

G.S. Spencer
Commissioner of Engineering

BACKGROUND

The approved neighbourhood plan of Gurnett neighbourhood indicates that Gosford Drive was to be a temporary road only, required because of servicing constraints at the time of early development of the neighbourhood. The developer had dedicated Gosford Drive to the City in order to develop interior lands which were then serviceable with sewer and water but not yet with an access to Upper Paradise Road.

Once alternate access to the neighbourhood was provided in accordance with the neighbourhood plan, City Council directed the closure of Gosford Drive and its sale to the abutting townhouse development. The road was physically closed in 1986 but has not yet been sold.

Continued ...

Continued ...

A petition has been received from the residents in the area requesting that the road be re-opened to reduce the traffic levels on Gilcrest Street and Trevi Road so as to improve safety in the area.

ANALYSIS

i) Impact of E-W/N-S Freeway

The project group for the freeway has indicated that the location of Gosford Drive will not have an effect on the property requirements or construction costs for the project, and that adequate design standards for Upper Paradise Road can be maintained. We have reviewed these conclusions along with the Traffic Department and concur with their conclusions.

ii) Traffic Volumes

A traffic count was undertaken at the intersection of Trevi Road and Upper Paradise Road on Friday, July 8, 1988. The results indicated that during the evening peak hour, 190 vehicles (117 in, 73 out), used Trevi Road. These volumes are not excessive compared to other collector roads within neighbourhoods on the mountain. It is estimated that trips associated with the townhouse for the same period total 49 (28 in, 21 out). Most vehicles entering the neighbourhood on Trevi Road (96 of the 117) do so from the north.

If Gosford Drive were to be opened, a large percentage of the traffic from the north on Upper Paradise Road would use Gosford Drive to enter and leave the neighbourhood.

iii) Traffic Patterns

With the re-opening of Gosford Drive, it is likely that a traffic signal may be required at the intersection of Gosford Drive and Upper Paradise Road in the future. As Trevi Road enters Upper Paradise Road opposite Greenshire Drive, both the "mid-block collectors" for their respective neighbourhoods, it is also likely that a signal will be required here also. A traffic signal will also be installed at the intersection of Upper Paradise and the E-W/N-S freeway. The close proximity of three traffic signals on Upper Paradise Road is undesirable as they may lead to additional traffic accidents and delay.

Continued ...

Continued ...

With an access to Upper Paradise Road at the north end of the neighbourhood, the traffic patterns within the neighbourhood may change such that those drivers who would have accessed Trevi Road via Guildwood Drive from the south may in fact travel north and east on Greencedar Drive and Guildwood Drive to access Gosford Drive. This will add additional vehicles to these streets previously not envisaged under the approved neighbourhood plan.

iv) Cost

To re-open Gosford Drive will cost approximately $90,000.00 for the construction of sidewalks and road. The cost of an additional signal at Upper Paradise Road will be approximately $45,000.00 when required. The cost of additional accidents and delays cannot be accurately estimated, although an additional five accidents may occur annually (being the average collision rate at a signalized intersection), at the signalized intersection of Gosford Drive and Upper Paradise Road. Based on the average cost of $8,000.00 per vehicular accident (which excludes the value for injuries and fatalities), an annual cost of $40,000.00 may be borne by the motorists.

CONCLUSION

It does not appear desirable to re-open Gosford Drive in order to reduce the traffic volumes on Gilcrest Street and Trevi Road. However, to allow traffic from the townhouse site to access Upper Paradies Road via Gosford Drive will eliminate a substantial number of vehicles from Gilcrest Street and Trevi Toad at a much reduced cost. This is feasible, but would require the consent of the townhouse development to provide a new driveway to Gosford Drive and to close the existing access at the bend on Gilcrest Street.

GA:tlj

cc: Traffic Department
Att: M. Main

cc: Property Department
Att: M. Watson

25.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 15
COMM FILE: 3-11.4
DEPT FILE: S726-75
ID#0043D (38)

SUBJECT:

Reimbursement for excess lands being transferred to the City of Hamilton from Mr. Frank Toth for incorporation into the Rexford Drive road allowance.

RECOMMENDATIONS

That the City of Hamilton pay to Mr. Frank Toth, the sum of $6,480.00, being the value of those excess lands being dedicated to the City for Rexford Drive road allowance purposes. Payment is to be made after the City receives a duplicate registered copy of the Deed for the subject lands.

NOTE: Parts "11" and "12", Plan 62R-9500 are being transferred to the City as a condition of a Modified Subdivision Agreement and the approval for Land Severance Applications H-39 to 42-88. The amount of lands being transferred exceed one-half the width of a standard road allowance, which is the maximum amount of lands which a Developer is required to dedicate to a Municipality under the Planning Act.

G. S. Spencer
Commissioner of Engineering

cont'd .....

August 15, 1988

Re: Reimbursement for excess lands being dedicated to the City of Hamilton from Mr. Frank Toth for Rexford Drive road allowance purposes.

BACKGROUND

The Applicant of Land Severance Applications H-39 to 42-88 (Mr. Frank Toth) was required to enter into Modified Subdivision Agreements with the City as a condition of approval of the noted applications. A requirement of the Modified Subdivision Agreement provides for the transfer to the City for roadway purposes, those lands known as Parts "11" and "12", Plan 62R-9500. The area of these lands exceed that amount which a Developer would normally be required to transfer to the Municipality for roadway purposes under the Planning Act.

The total area of the lands which the applicant is transferring to the City for incorporation into the Rexford Drive road allowance is 7,200 square feet. The area of one-half of the road allowance would be 4,950 square feet and therefore the excess area is 2,250 square feet.

The City of Hamilton Real Estate Department have valued the excess parcel and determined that it is worth $ 6,480.00 (copy of letter attached). The reimbursement for the excess lands is in keeping with present policies and proceedures and the Real Estate Department have agreed that the applicant (Mr. Frank Toth) should be compensated for the excess lands being transferred to the City.

The Modified Subdivision Agreement provides for the payment by the City to the Applicant the sum of $ 6,480.00, subject to the approval of City Council. Payment of these monies is to be made following receipt of the duplicate registered Deed for Parts "11" and "12", Plan 62R-9500.

DVC:sm

cc: K. Rouff, City Solicitor
M. Chidley, Regional Surveyor

D2

PLANNING & DEVE
LOCAL PLANNING
JUL 20 1988

MEMORANDUM • CITY OF HAMILTON

TO : Mr. K.A. Brenner
Planning Manager
Attention: Mr. D.V. Christilaw

YOUR FILE:

FROM : Mr. M.C.J. Watson, Manager
Real Estate Division

OUR FILE :

SUBJECT : F. Toth - 763 Stone Church Road East, Land Division - H-39-88 to H-42-88

DATE : July 19, 1988

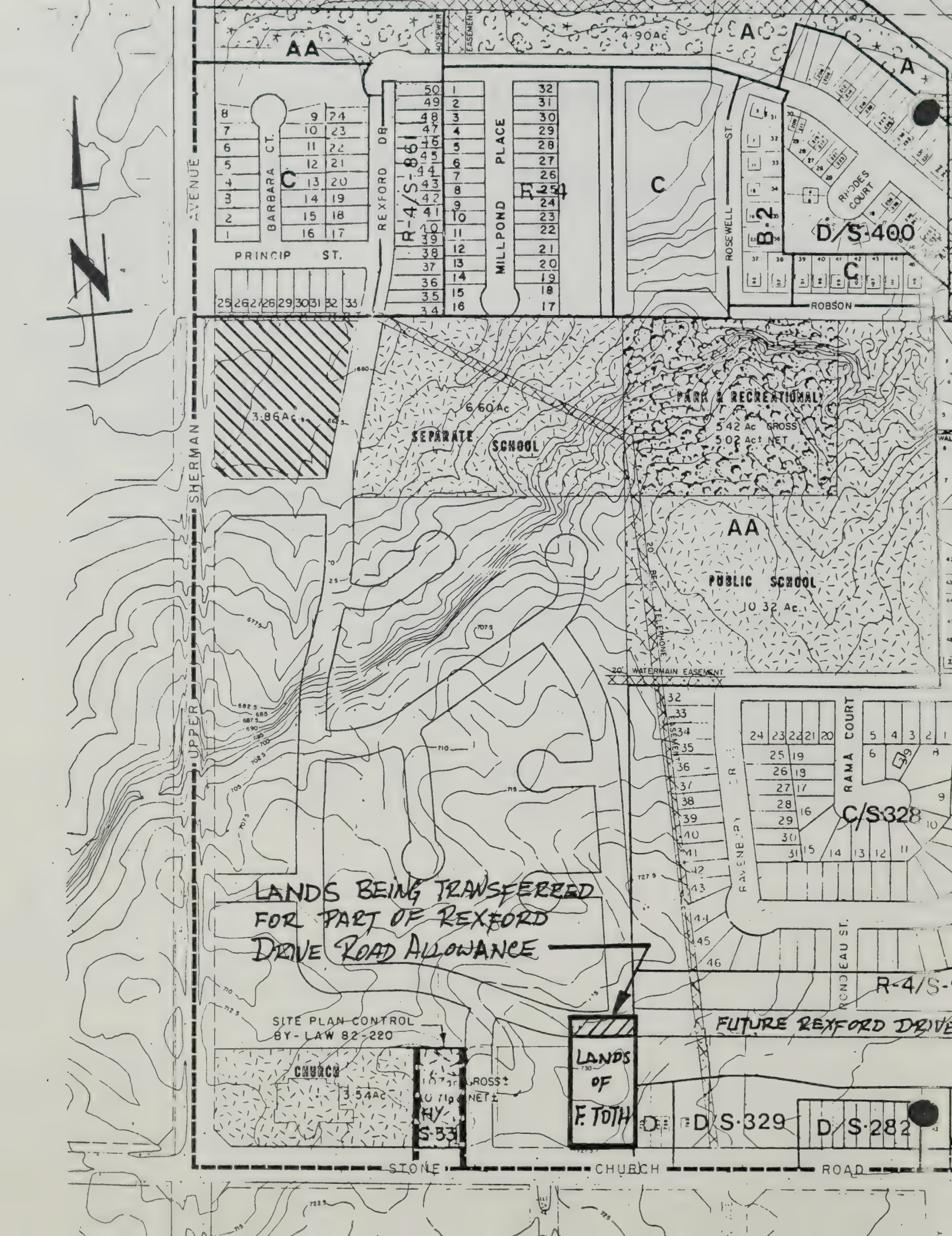
FILE NO. 5726-75
LETTER NO. 88-4034
JUL 20 1988

ENG. PLAN.		READ BY
ENG. OPER.		
ENG. SERV.		ANS. BY
REG. SURV.		FILE
ADMIN.		

In reply to your letter of July 15, 1988, please be advised that we have estimated that the 2,250 square feet of roadway lands surplus to the dedication requirements, to have a current market value fairly reflected at $6,480.00.

M.C.J. Watson

RAB/nh


AA
A
4.90Ac
EASEMENT
50' SEWER
AVENUE
SHERMAN
BARBARA CT.
C
PRINCIP ST.
REXFORD DR
R-4/S-861
MILLPOND PLACE
R-4/S-854
C
ROSEWELL ST.
RHODES COURT
B-2
D/S-400
ROBSON
3.86Ac
6.60Ac
SEPARATE SCHOOL
PARK & RECREATIONAL
5.42 Ac GROSS
5.02 Ac NET
AA
PUBLIC SCHOOL
10.32 Ac.
20' BELL TELEPHONE
20' WATERMAIN EASEMENT
UPPER
RAMA COURT
C/S-328
RAVENSCLIFFE CR.
RONDEAU ST.
R-4/S-
LANDS BEING TRANSFERRED FOR PART OF REXFORD DRIVE ROAD ALLOWANCE
FUTURE REXFORD DRIVE
SITE PLAN CONTROL BY-LAW 82-220
CHURCH
3.54Ac
GROSS±
NET±
HY-S-33
LANDS OF F. TOTH
D
D/S-329
D/S-282
STONE
CHURCH
ROAD

FOR ACTION

26

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 18
COMM FILE: 3-11.9.1
DEPT FILE: T103-23(5)
ID#0043D (45)

SUBJECT:

Temporary Street Closures
One Day Streetfest - Saturday, September 24, 1988
Mary Street, Walnut Street and Ferguson Avenue

RECOMMENDATION

That the application of Jacqui Rotterman on behalf of the International Village B.I.A. (205 Hunter Street West, Suite 806, Hamilton, L8P 1R8) to close the following streets;

i - Mary Street from King Street to King William Street
ii - Walnut Street from King William Street to Main Street
iii- Ferguson Avenue from King William Street to just north of the municipal parking lot of Main Street in order to hold a one day Streetfest on Saturday, September 24, 1988 from 8:00 a.m. to 6:00 p.m., be approved during the pleasure of Council provided;

a) That all signing and barricading will be subject to the direction of the Regional Police Department and at no cost to the City.

b) That clean-up will be carried out immediately before the re-opening of the road at no cost to the City.

c) That the organizing group provide proof of $1,000,000.00 public liability insurance naming the City as an added insured party with a provision for cross liablility and holds the City harmless from all actions, interests, claims, demands, costs, damages, expenses and loss.

d) That the organizing group reimburse the Regional Police Department and the Department of Public Works for any extra costs incurred by these agencies.

e) That no property owner within the barricaded area will be denied access to their property upon request.

f) That the organizing group ensure that suitable detour arrangements will be available during the duration of the closure.

G. S. Spencer

G. S. Spencer
Commissioner of Engineering

Cont'd...

Temporary Street Closures
One day Streetfest - Saturday, September 24, 1988
Mary Street, Walnut Street and Ferguson Street

Cont'd...

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from Jacqui Rotterman on behalf of the International Village B.I.A. to close Mary Street, Walnut Street and Ferguson Avenue on Saturday, September 24, 1988 from 8:00 a.m. to 6:00 p.m. in order to hold a Streetfest.

CVB:jd

FOR ACTION

27.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 10
COMM FILE: TEC-152-88
DEPT FILE:

SUBJECT: South side of Mulberry Street, east of MacNab Street North - Extension of Loading Zone.

RECOMMENDATION:

(a) That the existing "No Parking - Loading Only, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Mulberry Street commencing at a point 40 feet east of MacNab Street North and extending to a point 25 feet easterly therefrom be extended, such that the regulation commences at a point 40 feet east of MacNab Street North and extends to a point 42 feet easterly therefrom; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

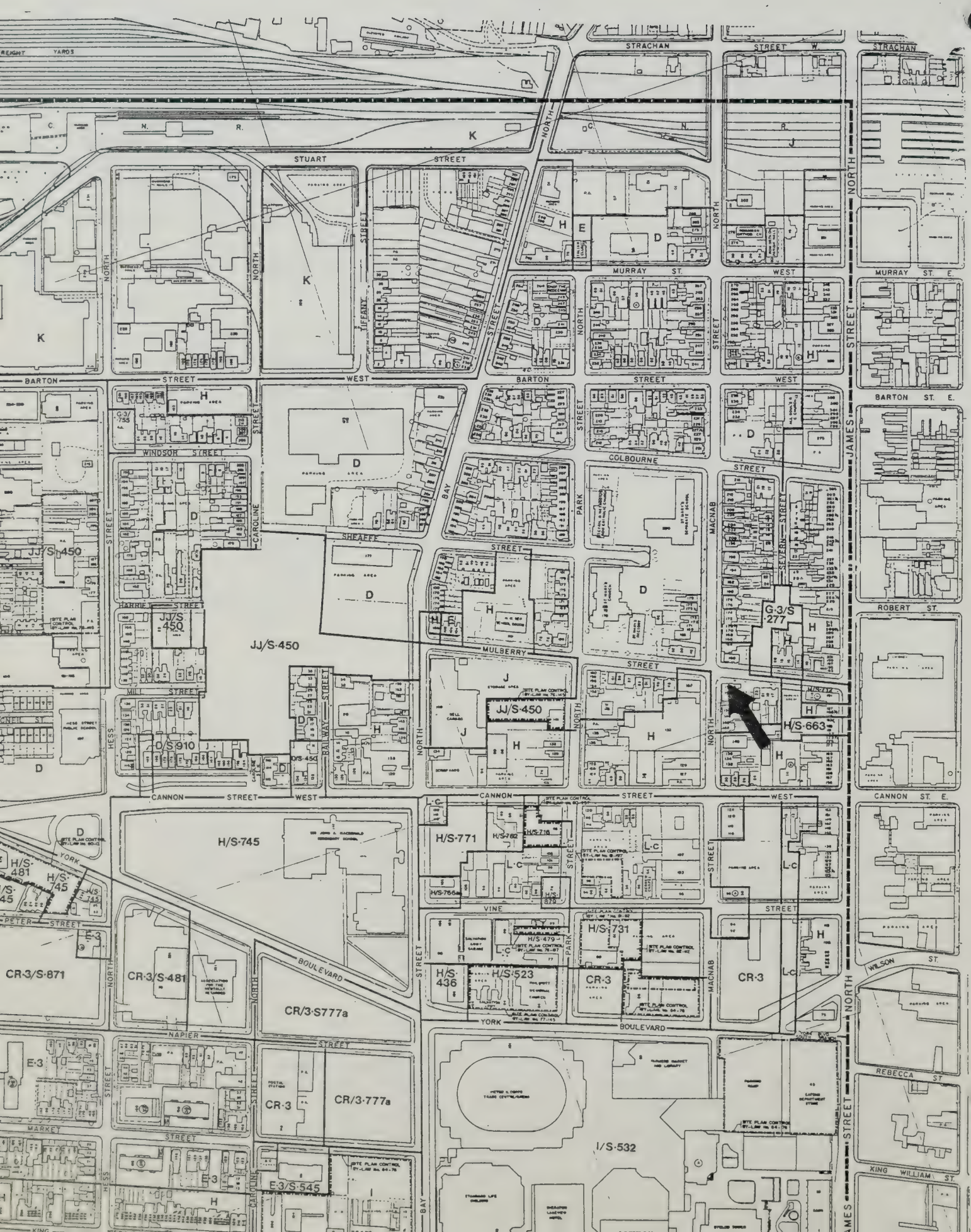
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a letter from Central Plumbing & Heating, 31 Mulberry Street, requesting that the existing loading zone adjacent to this property on the south side of Mulberry, east of MacNab, be extended to accommodate one additional vehicle. There is presently an "Alternate Side Parking" regulation on Mulberry Street in this immediate vicinity, such that parking is prohibited during winter months on the south side of the street. Also, there is presently one space in front of Central Plumbing & Heating which is signed "No Parking - Loading Only, 7:00 a.m. to 6:00 p.m., Monday to Saturday".

The requested extension to the loading zone will result in the loss of one on-street parking space from the 16th to end of each month during the months of April to November. However, since area residents will still be able to park in this space during the evenings and on Sundays, approval of the request should not result in any serious parking problems. Therefore, the Traffic Department concurs with this request.


STRACHAN
STUART
STREET
NORTH
K
J
H
E
D
MURRAY ST.
WEST
MURRAY ST. E.
BARTON
BARTON ST. E.
WINDSOR
COLBOURNE
JAMES
SHEAFFE
PARK
BAY
MACNAB
SEVERN
ROBERT ST.
G-3/S-277
JJ/S-450
MULBERRY
HARRIS
MILL
HESS
RAILWAY
O/S-910
O/S-450
H/S-663
CANNON
CANNON ST. E.
H/S-745
H/S-771
H/S-762
H/S-716
H/S-766
L-C
VINE
H/S-731
H/S-479
H/S-436
H/S-523
CR-3
CR-3/S-871
CR-3/S-481
CR/3-S777a
YORK
BOULEVARD
WILSON ST.
REBECCA ST.
KING WILLIAM ST.
PETER
NAPIER
MARKET
E-3
E-3/S-545
I/S-532

28.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 12
COMM FILE: TEC-165-88
DEPT FILE: 3-9.1

SUBJECT:

South Side of Guise Street, East of James Street North - Request for Wheelchair Loading Zone.

RECOMMENDATION:

a) That a "No Stopping, Wheelchair Loading Only", regulation be implemented on the south side of Guise Street commencing at a point 80 feet east of James Street North and extending to a point 31 feet easterly therefrom; and,

b) That the City Traffic By-law 66-100 be amended accordingly

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The co-ordinator of Guise Street Housing Co-operative Inc., 2 Guise Street has requested that a wheelchair loading zone be implemented to allow loading and unloading of Darts buses to occur on the street directly in front of this property. Presently, there is unrestricted free parking on both sides of the street. However, the applicant has advised that Darts buses presently stop at the rear of the building, since parked vehicles frequently occupy the street directly in front of the building.

A wheelchair loading zone on the south side of Guise Street in front of this property would result in a loss of only one legal on-street parking space and parking would still be permitted on both sides for the remainder of the block. Therefore, the Traffic Department would not anticipate any parking problems resulting, and concurs with this request.


HARBOUR HEADLINE
PIER No. 8
PIER No. 10
PIER No. 9
DOCK SERVICE RD.
J
F-1
D
E/S-28
H/S-182
G/S-902
D/S-607
G
C/S-216
GUISE ST.
BROCK STREET
BURLINGTON STREET EAST
WOOD STREET EAST
MACAULEY ST. EAST
PICTON ST. EAST
NORTH JAMES STREET
NORTH WELLINGTON STREET
NORTH MARY STREET
NORTH CATHARINE ST.
NORTH JOHN ST.
HUGHSON ST. NORTH
FERGUSON AVENUE NORTH
SITE PLAN CONTROL BY-LAW NO. 6464-79

29.

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 14
COMM. FILE: TEC-145-88
DEPT. FILE: 3-9.7

SUBJECT

East side of Hummingbird Lane, South of Bobolink Road - Request for School Bus Loading Zone.

RECOMMENDATIONS

a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Hummingbird Lane, commencing at a point 542 feet south of the south curb line of Bobolink Road and extending to a point 80 feet southerly therefrom; and,

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS

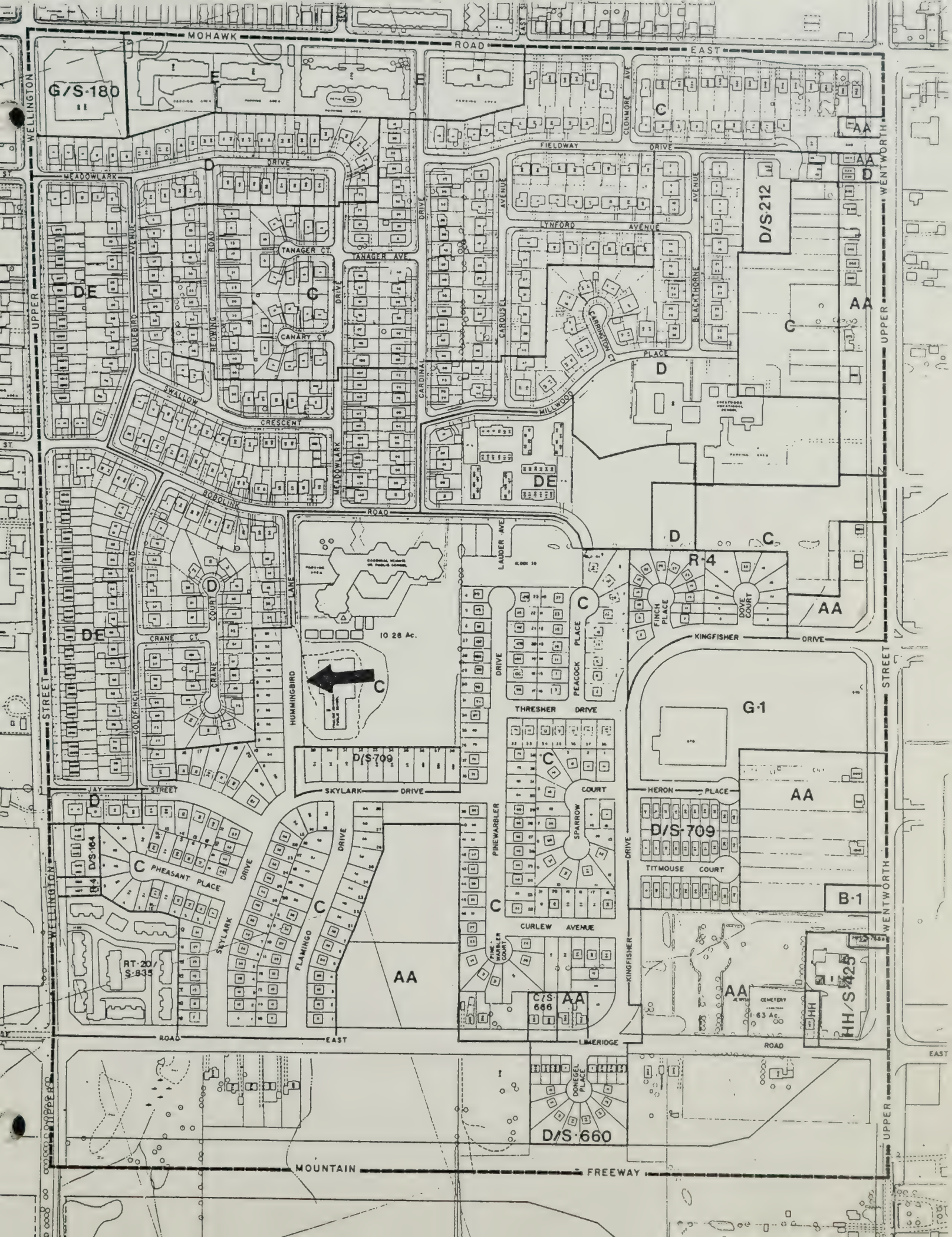
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND

The Traffic Department has received a letter from the Board of Education for the City of Hamilton asking for the implementation of a School Bus Loading zone on Hummingbird Lane in front of Pauline Johnson Elementary School, 25 Hummingbird Lane. Parking is presently prohibited on the east side of Hummingbird Lane in this area.

School buses are permitted to stop to load and unload children in the "No Parking" area in front of the school. However, the Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and all vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and

unloading of children is taking place on Hummingbird Lane in front of Pauline Johnson Elementary School, the Traffic Department concurs with the request for a school bus loading zone at this location, and recommends that the regulation be in effect between the hours of 7:00 a.m. and 6:00 p.m., Monday to Saturday.


MOHAWK ROAD EAST
UPPER WELLINGTON STREET
UPPER WENTWORTH STREET
G/S-180
FIELDWAY DRIVE
CLONMORE AVE
LYNFORD AVENUE
D/S-212
MEADOWLARK DRIVE
TANAGER CT.
TANAGER AVE.
CANARY CT.
BLUEBIRD AVENUE
REDWING ROAD
CARDINAL DRIVE
CAROUSEL AVENUE
BLACKTHORNE AVENUE
ARRINGTON CT.
PLACE
MILLWOOD
SWALLOW CRESCENT
MEADOWLARK
BOBOLINK ROAD
LAUDER AVE
10.28 Ac.
HUMMINGBIRD LANE
GOLDFINCH ROAD
CRANE COURT
CRANE CT.
JAY STREET
D/S-709
SKYLARK DRIVE
THRESHER DRIVE
PEACOCK PLACE
R-4
FINCH PLACE
DOVE COURT
KINGFISHER DRIVE
G-1
HERON PLACE
TITMOUSE COURT
B-1
PINEWARBLER DRIVE
SPARROW COURT
CURLEW AVENUE
PINE WARBLER COURT
C/S 666
PHEASANT PLACE
D/S-164
B-4
RT-20/S-835
SKYLARK DRIVE
FLAMINGO DRIVE
LIMERIDGE ROAD EAST
CEMETERY
1.63 Ac.
HH/S-425
DONEGEL PLACE
D/S-660
MOUNTAIN FREEWAY

FOR ACTION

30.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 8
COMM FILE: TEC-153-88
DEPT FILE:

SUBJECT: East side of Thorndale Avenue North, north of Main Street West - Corner Clearance.

RECOMMENDATION:

(a) That a stopping prohibition be implemented on the east side of Thorndale Avenue between Main Street West and a point 50 feet northerly therefrom; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Stopping" sign.

BACKGROUND:

Alderman Terry Cooke recently asked for an investigation into the possibility of changing the existing "No Parking" regulation to a "No Stopping" regulation on the east side of Thorndale, north of Main. Area residents have expressed concerned that turning movements are obstructed at Main and Thorndale since motorists frequently park on the "No Parking" side of the street while using the automatic teller device at the Bank of Montreal on the north-east corner.

After reviewing the matter, the Traffic Department has concluded that because of the narrow pavement width, vehicles parked on the "No Parking" side of the street would obstruct turning movements at the intersection. The bank has an off-street parking area for approximately 18 vehicles and there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the west side of the street in this area. Therefore, the Traffic Department supports the request for a corner clearance at this location.

DRIVE
Creek
Coldwater
Creek
A
A/S·395
MAIN
STREET
WEST
PARK
AVE
E
C
SANDERS
H
WESTBOURNE
RD
BOULEVARD
DALEVIEW
CT
A/S·395
B/S·395
HAMILTON CITY LIMITS
LIMITS
CITY
RAILWAY
EWAN
ROAD
RIFLE
RANGE
HWY
BINKLEY
RD
LAKELET DR
CRES
COTTRELL
ST
KINGSMOUNT
STREET
NORTH
HOLLYWOOD
STREET
NORTH
SANDERS
BOULEVARD
THORNDALE
CRESCENT
THORNDALE
STREET
NORTH
NORFOLK
STREET
NORTH
MAIN
STREET
WEST
HOLLYWOOD
ST
S
THORNDALE
ST
S

FOR ACTION

31.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 12
COMM FILE: TEC-170-88
DEPT FILE: 3-9.3

SUBJECT:

East side of David Avenue, south of South Bend Road - Extension of corner clearance.

RECOMMENDATION:

(a) That the existing parking prohibition on the east side of David Avenue between South Bend Road and a point 90 feet southerly therefrom be lengthened, such that the regulation extends to a point 171 feet southerly therefrom; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

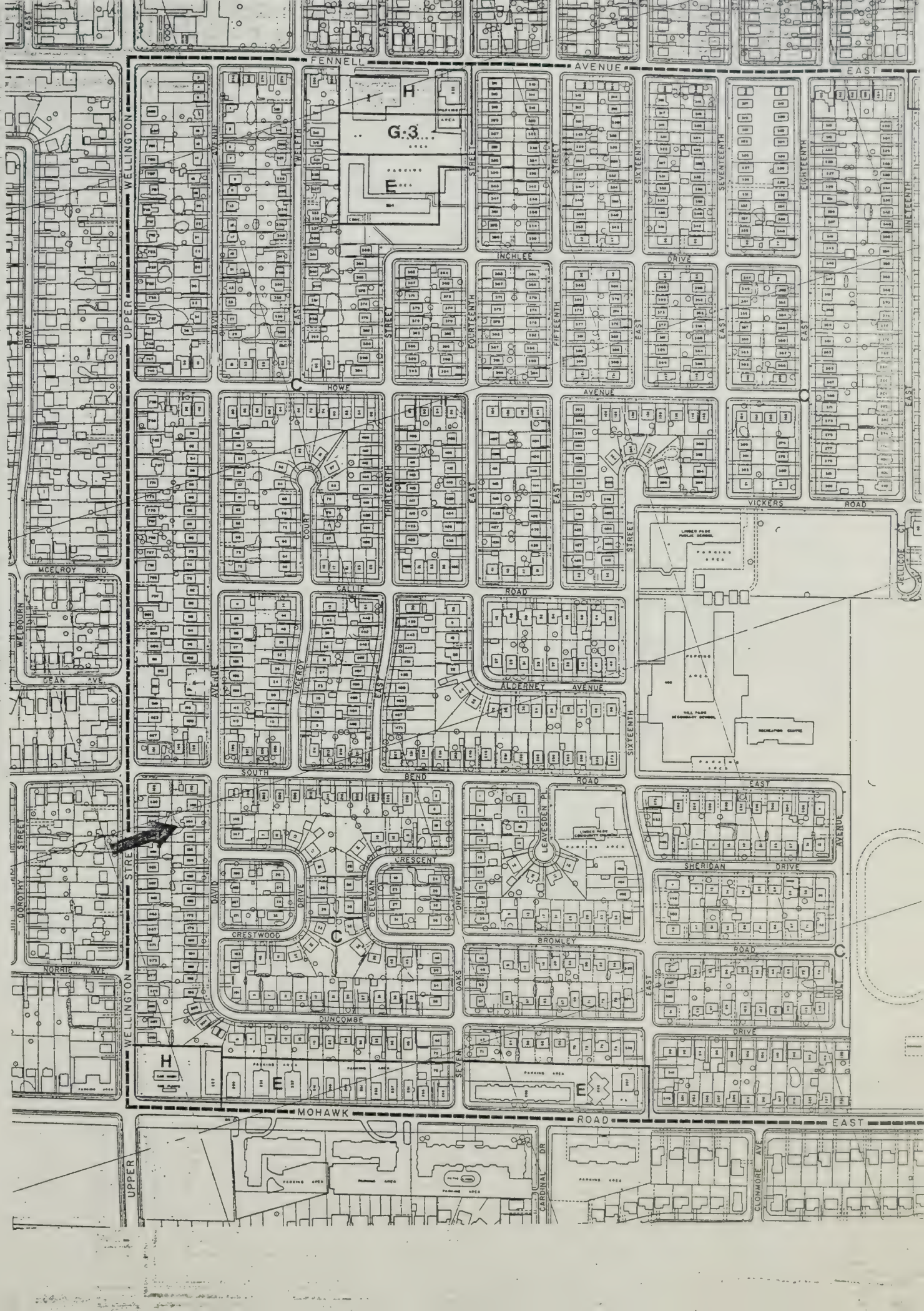
Sufficient funds are available in the 1988 Traffic Department Operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The resident at No. 144 David Avenue has written to the Traffic Department and Alderman Henry Merling and requested that the existing "No Parking" corner clearance on the east side of David Avenue, south of South Bend Road be extended, in order to facilitate access to and from his driveway. The applicant has advised that driveway access for his automobile and house trailer is extremely difficult and often impossible when a vehicle is parked on the east side of David opposite his driveway. David Avenue has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street except for a "No Parking" corner clearance on the east side between South Bend and a point 90 feet southerly therefrom.

The Traffic Department supports the principal of removing parking from one side of narrow streets such as this in order to facilitate traffic flow and driveway movements. The extension of the parking prohibition would result in a loss of

approximately 3 on-street parking spaces. These spaces are located in front of one residential property and along the flankage of another. However, the fronting resident has informed us that he concurs with the removal of parking from in front of his home. The flanking property has a driveway and also, parking is permitted along the frontage on Southbend and opposite the flankage on David. Therefore, the Traffic Department would not anticipate any parking problems resulting and concurs with the request.


FENNELL AVENUE EAST
MOHAWK ROAD EAST
UPPER WELLINGTON
WELLINGTON STREET
DAVID AVENUE
TWELFTH STREET EAST
THIRTEENTH STREET EAST
FOURTEENTH STREET EAST
FIFTEENTH STREET EAST
SIXTEENTH STREET EAST
SEVENTEENTH STREET EAST
EIGHTEENTH STREET EAST
NINETEENTH STREET EAST
INCHLEE DRIVE
HOWE COURT
CALLIE ROAD
VICEROY AVENUE EAST
ALDERNEY AVENUE
SOUTH BEND ROAD
VICKERS ROAD
MCELROY RD.
WELBOURN AVE.
DEAN AVE.
NORRIE AVE.
DOROTHY STREET
LEAVESDEN PL.
CRESCENT
DELEVAN DRIVE
CRESTWOOD
BROMLEY ROAD
DUNCOMBE
OAKS DRIVE EAST
SHERIDAN DRIVE
CARDINAL DR
CLONMORE AVE
JELLICOE
G.3
H
E
C
LINDEN PARK PUBLIC SCHOOL
HILL PARK SECONDARY SCHOOL
RECREATION CENTRE
LINDEN PARK COMMUNITY CENTRE
PARKING AREA

FOR ACTION

32.

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 18
COMM. FILE: TEC-144-88
DEPT. FILE: 3-9.8

SUBJECT

Neighbourhood Watch Program for the Ainslie Wood, Ainslie Wood North, Anslie Wood East and Anslie Wood West Neighbourhoods.

RECOMMENDATIONS

a) That the Anslie Wood, Anslie Wood North, Anslie Wood East and Anslie Wood West Neighbourhoods be designated as Neighbourhood Watch Areas; and

b) That Neighbourhood Watch signs for Anslie Wood, Anslie Wood North, Anslie Wood East and Anslie Wood West neighbourhoods be erected and maintained by the City Traffic Department, as long as these neighbourhoods maintain an active neighbourhood Watch Program as determined by the Regional Police Department; and

c) That the necessary funds be charged to account #0345-0560 (Neighbourhood Watch Program).

Murray F. Main

FINANCIAL IMPLICATIONS

The estimated cost for the signs is $2,300.00 and there is presently $2,900.00 available within the Neighbourhood Watch account. Therefore, only $600.00 would remain in the Neighbourhood Watch account for the remainder of 1988.

BACKGROUND

The Regional Police Department has confirmed that the Anslie Wood, Anslie Wood North, Anslie Wood East and Anslie Wood West neighbourhoods have an active Neighbourhood Watch Program, and have requested that these neighbourhoods be signed accordingly. Sufficient funds are available for the erection of neighbourhood watch signs in these neighbourhoods. Therefore, the Traffic Department concurs with this request.


ONTARIO
TOWNSHIP OF WEST FLAMBORO
COOTES PARADISE A
COOTES PARADISE B
WESTDALE NORTH
WESTDALE SOUTH FEB. 1986
McMASTER UNIVERSITY
AINSLIE WOOD NORTH
AINSLIE WOOD EAST
AINSLIE WOOD WEST
AINSLIE WOOD
CHEDOKE PARK A
CHEDOKE PARK B
KIRKENDALL
ABANDONED

33(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 17
COMM FILE: TEC-173-88
DEPT FILE:

SUBJECT: Intersection of Barton Street East and Nash Road North - Request for a School Traffic Officer.

RECOMMENDATION:

That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department;

(a) a school Traffic Officer be assigned to the intersection of Barton Street East and Nash Road North; and

(b) contrary to the City Council directive of 1988 June 28 which directs that new unbudgeted programs be financed from within the departmental budgets, the Finance Committee be requested to recommend a method of financing $1750.00 to cover the cost of assigning a School Traffic Officer to this location for the remainder of 1988.

FOR M.F. MAIN

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

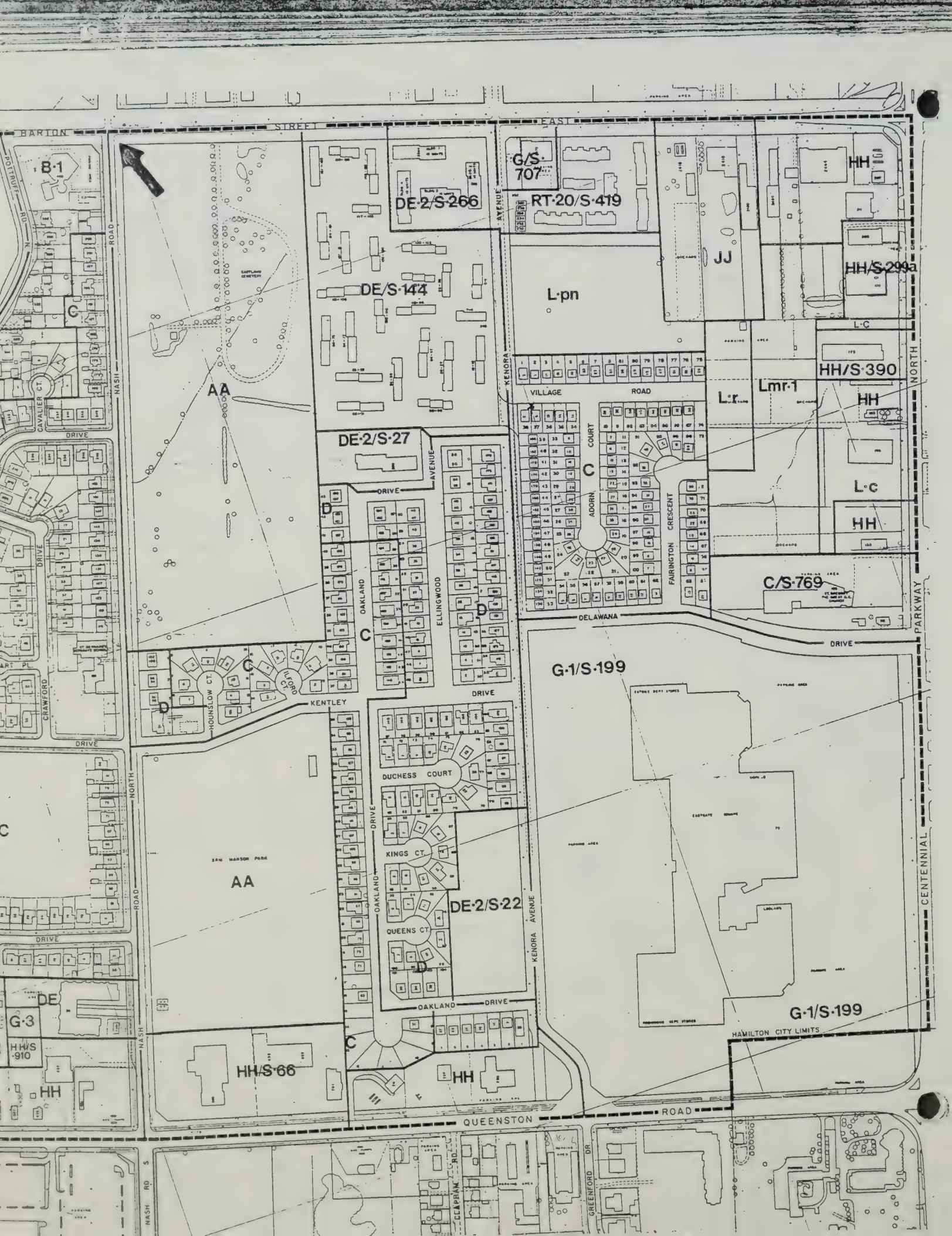
The Regional Police have advised that the present annual cost of assigning a School Traffic Officer to any location in the city is $5600.00, and presently, there are no funds budgeted for additional School Traffic Officers.

BACKGROUND:

Alderman Dominic Agostino recently requested that an investigation be made into the need for a School Traffic Officer at the signalized intersection of Barton and Nash. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at this intersection on 1988 June 21, and observed 174 children crossing at this location during the 3 school crossing periods. The Regional Police have concluded that there is a high volume of traffic and pedestrians at this intersection and therefore, have recommended that a School Traffic Officer be assigned to this intersection.

The Traffic Department concurs with the recommendation of the Regional Police Department.


BARTON STREET EAST
B-1
DE-2/S-266
G/S-707
RT-20/S-419
HH
JJ
HH/S-299a
DE/S-144
L-pn
L-C
HH/S-390
AA
KENORA AVENUE
VILLAGE ROAD
L-r
Lmr-1
HH
NORTH PARKWAY
DE-2/S-27
C
ADORN COURT
L-C
HH
FAIRINGTON CRESCENT
C/S-769
DELAWANA DRIVE
G-1/S-199
OAKLAND DRIVE
ELLINGWOOD AVENUE
HOUNSLOW CT.
JEFF COURT
KENTLEY DRIVE
DUCHESS COURT
KINGS CT.
QUEENS CT.
DE-2/S-22
KENORA AVENUE
CENTENNIAL PARKWAY
NASH ROAD NORTH
CRAWFORD DRIVE
CAVALIER CT.
NASH ROAD
DE
G-3
HH/S-910
HH
HH/S-66
HH
HAMILTON CITY LIMITS
QUEENSTON ROAD
NASH RD S
CLAPHAM RD
GREENFORD DR

FOR ACTION

33(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 17
COMM FILE: TEC-172-88
DEPT FILE:

SUBJECT: Intersection of Woodward Avenue and Brampton Street-
Request for a School Traffic Officer

RECOMMENDATION:

That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department;

(a) a School Traffic Officer be assigned to Woodward Avenue in front of the entrance to Woodward Avenue School; and

(b) contrary to the City Council directive of 1988 June 28 which directs that new unbudgeted programs be financed from within the departmental budgets, the Finance Committee be requested to recommend a method of financing $1750.00 to cover the cost of assigning a School Traffic Officer to this location for the remainder of 1988.

FOR M.F. MAIN

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

The Regional Police have advised that the assignment of a School Traffic Officer on a full-time basis to a new location in the City is presently $5600.00 per year, and presently, there are no funds budgeted for additional School Traffic Officers.

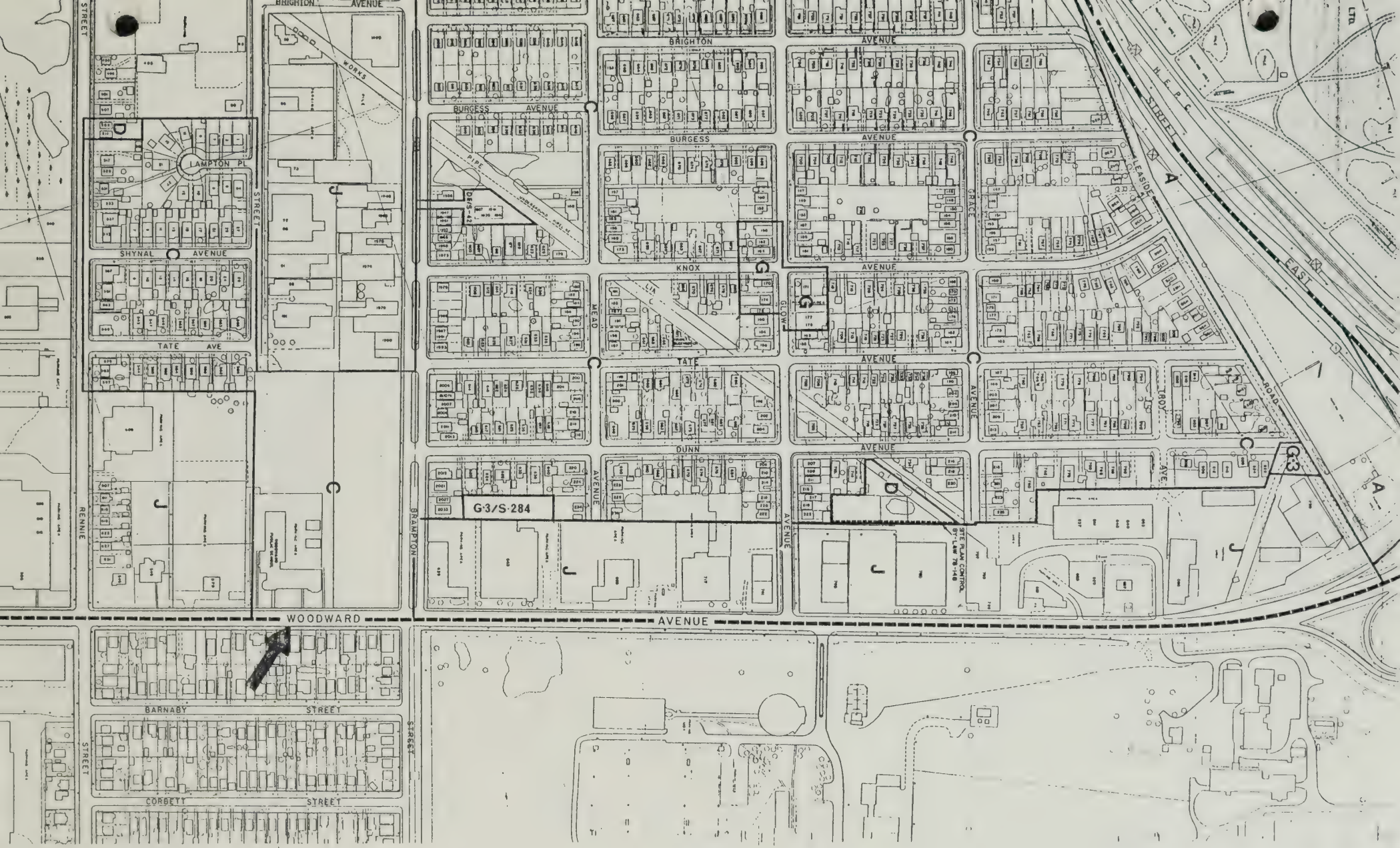
BACKGROUND:

Alderman David Christopherson recently requested that an investigation be made into the need for a School Traffic Officer at the signalized intersection of Brampton and Woodward. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at this location on 1988 June 23, and observed 156 children crossing Woodward at Brampton. Seventeen children were

also observed crossing Woodward mid-block between Brampton and Rennie. Therefore, the Regional Police have recommended that a School Traffic Officer be assigned to Woodward Avenue immediately south of Brampton Street to assist children crossing Woodward between Brampton and Rennie.

The Traffic Department concurs with the recommendations of the Regional Police Department.


BRIGHTON AVENUE
BURGESS AVENUE
KNOX AVENUE
DUNN AVENUE
LAMPTON PL
SHYNAL AVENUE
TATE AVE
MEAD AVENUE
GLOW AVENUE
GRACE AVENUE
LEASIDE ROAD
M.E.P.C. STREET
EAST
RENNIE STREET
BRAMPTON AVENUE
G-3/S-284
WOODWARD AVENUE
BARNABY STREET
CORBETT STREET
STREET
WORKS
PIPE

FOR ACTION

34(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. M. F. Main
Director of Traffic Services

DATE: 1988 July 18
COMM FILE: TEC-149-88
DEPT FILE: 3-9.2

SUBJECT:

West Side of Locke Street South, South of Canada Street - Request for Loading Zone.

RECOMMENDATION:

a) That a parking prohibition be implemented on the west side of Locke Street South commencing at a point 42 feet south of Canada Street and extending to a point 22 feet southerly therefrom; and

b) That the existing "No Parking - Loading Only" regulation on the south side of Canada Street commencing at a point 25 feet west of Locke Street South and extending to a point 22 feet westerly therefrom be rescinded; and

c) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

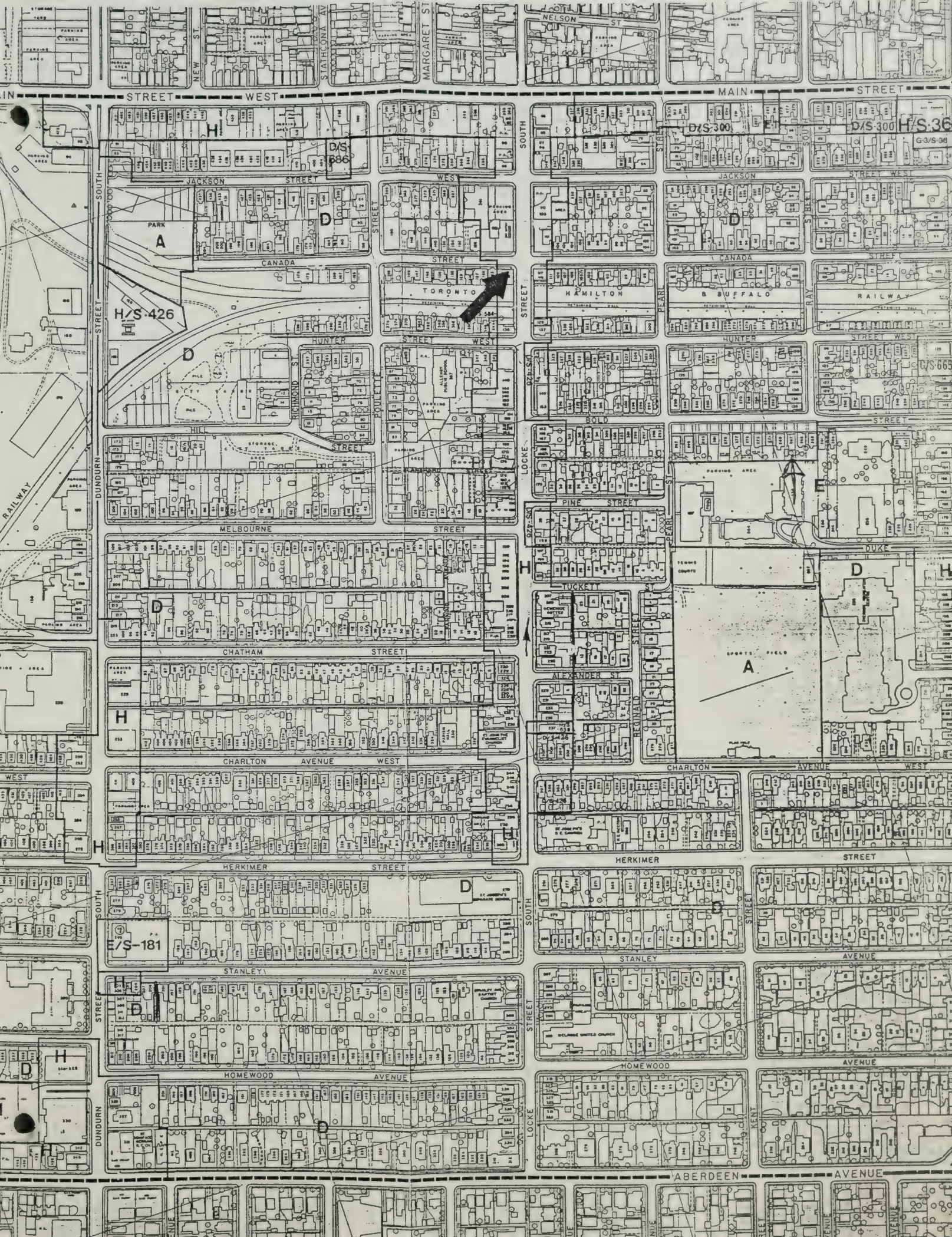
BACKGROUND:

The proprietor of Janines Decorating Service, 122 Locke Street South, has requested that a loading zone be implemented on the west side of Locke, south of Canada, in front of this business. Presently, the west side of Locke, south of Canada, is signed "No Stopping" in accordance with the general Traffic By-law provision which prohibits stopping "within 100 feet of either end of a bridge provided suitable signs are erected and maintained".

After reviewing conditions on Locke Street in this area, it has been concluded that it would not be detrimental to traffic movement to allow loading and unloading to occur at this location. Therefore, the Traffic Department

supports the request and recommends that a portion of the "No Stopping" regulation adjacent to the front door of this business be replaced with a "No Parking" regulation.

Also, there is presently a "No Parking - Loading Only" regulation on the south side of Canada, west of Locke, which was implemented at the request of the proprietor of the previous business which occupied these premises. It would be appropriate at this time to remove the loading zone on Canada Street and to replace it with a standard "No Parking" regulation as is presently signed on the remainder of the block. The "No Parking" regulation would still allow loading and unloading to occur, but this action would merely reduce the number of signs on the street.


MAIN STREET WEST
MAIN STREET
JACKSON STREET WEST
CANADA
TORONTO
HAMILTON
BUFFALO
RAILWAY
HUNTER STREET WEST
HILL STREET
MELBOURNE STREET
BOLD STREET
PINE STREET
DUKE
TUCKETT
ALEXANDER ST
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN AVENUE
PARK
A
D
H
E
F
H/S-426
E/S-181
D/S-300
D/S-386
H/S-36
G/S-665
NELSON ST
NEW ST
STATHONA AV
MARGARET ST
SOUTH STREET
DUNDURN STREET SOUTH
RICHMOND ST
PROVIDENCE
LOCKE STREET SOUTH
PEARL STREET
RAY STREET
MACDONALD
KENT
RAILWAY

FOR ACTION

34(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. M. F. Main
Director of Traffic Services

DATE: 1988 July 18
COMM FILE: TEC-150-88
DEPT FILE: 3-10.10

SUBJECT:

South Side of Colbourne Street, West of James Street North - Request for Loading Zone.

RECOMMENDATION:

a) That a parking prohibition be implemented on the south side of Colbourne Street between James Street North and a point 82 feet westerly therefrom; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The proprietor of Faema Company Limited, 265 James Street North, has requested that parking be prohibited on the south side of Colbourne Street in order to allow loading and unloading to occur along the flankage of this business. Presently, there are three one hour parking meters on the south side of Colbourne in the block between James and Severn.

Approval of this request would result in a loss of one parking meter. However, since the parking meter is located directly adjacent to the applicant's business, the Traffic Department would not anticipate any serious objections to its removal. Furthermore, the applicant presently has a loading zone on the west side of James immediately south of Colbourne, which is scheduled to be

removed and replaced with a "No Stopping" area in accordance with Phase V of the Downtown Action Plan. Therefore, the Traffic Department concurs with the request.


STUART STREET
MURRAY ST
BARTON STREET
COLBOURNE STREET
SHEAFFE STREET
MULBERRY STREET
CANNON STREET WEST
CANNON STREET
VINE
YORK BOULEVARD
NAPIER STREET
KING STREET
WEST
MURRAY ST. E.
BARTON ST E.
ROBERT ST.
CANNON ST. E.
REBECCA ST.
KING WILLIAM ST
KING ST. E.
JAMES STREET NORTH
WINDSOR STREET
HARRIET STREET
MILL STREET
RAILWAY STREET
BAY STREET
PARK STREET
MACNAB STREET
SEVERN STREET
CAROLINE STREET
HESS STREET
TIFFANY STREET
JJ/S-450
D/S-450
G3/S-277
H/S-718
H/S-663
H/S-716
H/S-731
H/S-436
H/S-523
H/S-479
SITE PLAN CONTROL BY-LAW 80-257
SITE PLAN CONTROL BY-LAW 81-82
L-C
CR-3
CR-3/S-481
I/S-532
E-3
E-3/S-545
I
D
H
J
K

FOR ACTION

35.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 12
COMM FILE: TEC-164-88
DEPT FILE: 3-9.5

SUBJECT:

80 Sanford Avenue South - Discharge of Residential Boulevard Parking Agreement.

RECOMMENDATION:

a) That the existing residential boulevard parking agreement between the City and Mr. Samuel Vrantsis, registered as Instrument No. 170545 C.D. to the property at 80 Sanford Avenue South, be discharged at the property owner's expense; and,

b) That the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement.

Murray F. Main

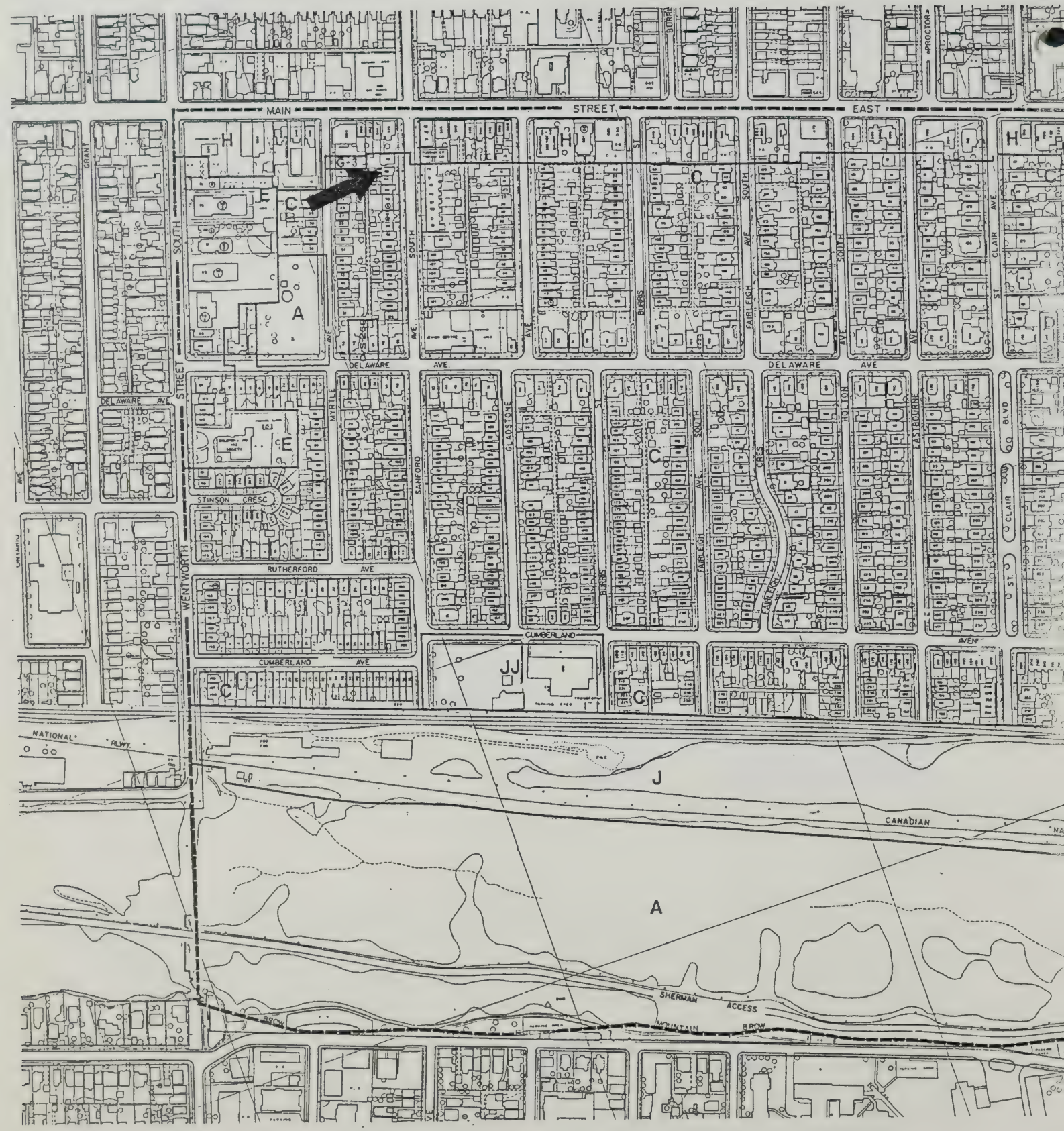
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

On 1980 September 22, the Traffic Department approved an application by the owner of the residential property at 80 Sanford Avenue South to allow one vehicle to be parked partially on the boulevard of Sanford Avenue in front of this property. The boulevard parking agreement was executed and registered in the Land Registry Office on 1980 October 24, as Instrument No. 170545 C.D.

The solicitor for the owner of the property has requested that the agreement be discharged. It has been determined that Sanford Avenue is a Regional Road, and that the agreement which is registered on the title of the property was executed in error. It is the Regions policy not to require the execution of the agreement to permit parking on Regional road allowance adjacent to residential property. Therefore, it would be appropriate to discharge the subject agreement since it is not required, and the applicant has agreed to do so at his expense.


MAIN STREET EAST
DELAWARE AVE
RUTHERFORD AVE
CUMBERLAND AVE
STINSON CRESC
WENTWORTH STREET SOUTH
SANFORD AVE SOUTH
GLADSTONE AVE
FAIRLEIGH AVE SOUTH
CLAIR AVE
EASTBOURNE AVE
NATIONAL RLWY
CANADIAN
SHERMAN ACCESS
MOUNTAIN BROW

FOR ACTION

36.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 12
COMM FILE: TEC-168-88
DEPT FILE: 3-9.5

SUBJECT:

Application to lease a portion of the boulevard of Fullerton Avenue adjacent to Nos. 583-587 Barton Street East.

RECOMMENDATION:

That the application by Tien Nguyen to lease a portion of the boulevard of Fullerton Avenue adjacent to Nos. 583-587 Barton Street East be approved, provided that:

i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is $100.00 per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council 1984 February 14.

ii) the owner pays a one time $25.00 registration fee, as approved by the City Council on 1986 January 14.

iii) the owner pays a one time $150.00 processing fee, as approved by the City Council on 1988 January 12.

iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24th, respecting using a portion of road allowance for parking purposes.

v) the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.

vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Revenue from the leasing of this City boulevard would be $100.00 per year.

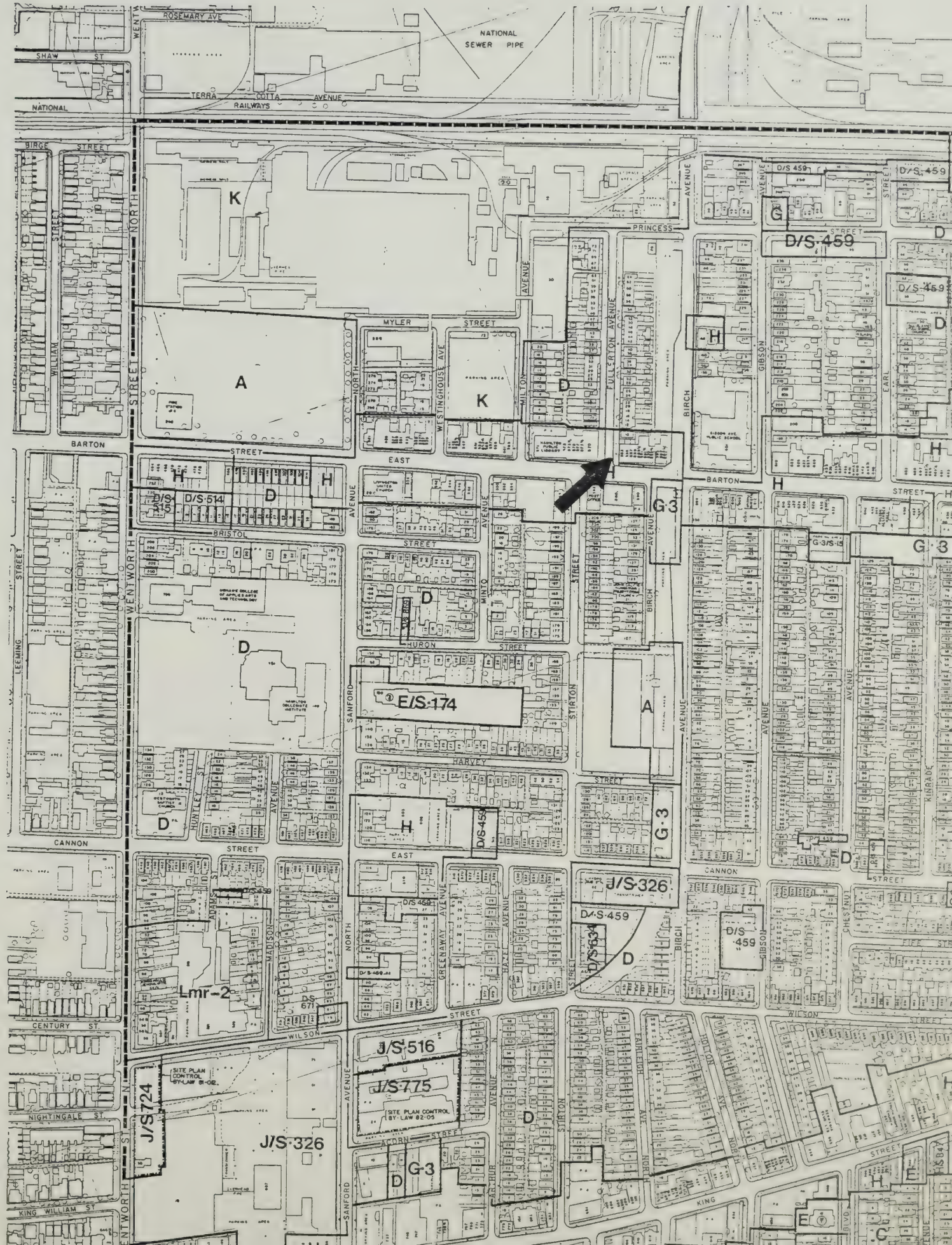
BACKGROUND:

Mr. Tien Nguyen has applied for permission to lease a portion of the road allowance of Fullerton Avenue adjacent to the commercial property at Nos. 583-587 Barton Street East to park two vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department as well as a cheque in the amount of $285.00 which represents the first annual leasing fee ($100.00) and encroachment insurance ($10.00), as well as the one time registration fee ($25.00) and one time processing fee ($150.00).

cc: Mr. K. A. Rouff
City Solicitor


ROSEMARY AVE
NATIONAL SEWER PIPE
SHAW ST
TERRA COTTA AVENUE
RAILWAYS
NATIONAL
BIRGE STREET
WILLIAM STREET
NORTH WENTWORTH STREET
PRINCESS AVENUE
MYLER STREET
WESTINGHOUSE AVE
MILTON AVENUE
FULLERTON AVENUE
BIRCH AVENUE
GIBSON AVENUE
EARL KITCHENER AVENUE
BARTON STREET EAST
BRISTOL STREET
HURON STREET
HARVEY STREET
CANNON STREET EAST
WILSON STREET
CENTURY ST.
NIGHTINGALE ST.
KING WILLIAM ST.
KING
LEEMING STREET
SANFORD AVENUE
STIRTON AVENUE
MINTO AVENUE
HUNTLEY ST.
ADAMS ST.
MADISON AVENUE
GREENHAM AVENUE
HAZE AVENUE
ARTHUR AVENUE
ACORN STREET
D/S 459
D/S 514
D/S 515
D/S 634
D/S 671
E/S-174
J/S-326
J/S-516
J/S-775
J/S-724
Lmr-2
SITE PLAN CONTROL BY-LAW 81-102
SITE PLAN CONTROL BY-LAW 82-05
HAMILTON COLLEGIATE INSTITUTE
HAMILTON PUBLIC LIBRARY
GIBSON AVE. PUBLIC SCHOOL
A
D
E
G
G-3
H
J
K
P

FOR ACTION

37.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. M. F. Main
Director of Traffic Services

DATE: 1988 July 18
COMM FILE: TEC-146-88
DEPT FILE:

SUBJECT:

East Side of Ambrose Avenue, South of Veevers Drive - Bus Stop Relocation.

RECOMMENDATION:

a) That in accordance with the request of the Hamilton Street Railway Company, the following bus stop relocation be approved:

Nash Route - Northbound - Delete - Ambrose Avenue at Greenhill Avenue (F/S)
- Add - Ambrose At Veevers Drive (N/S)

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

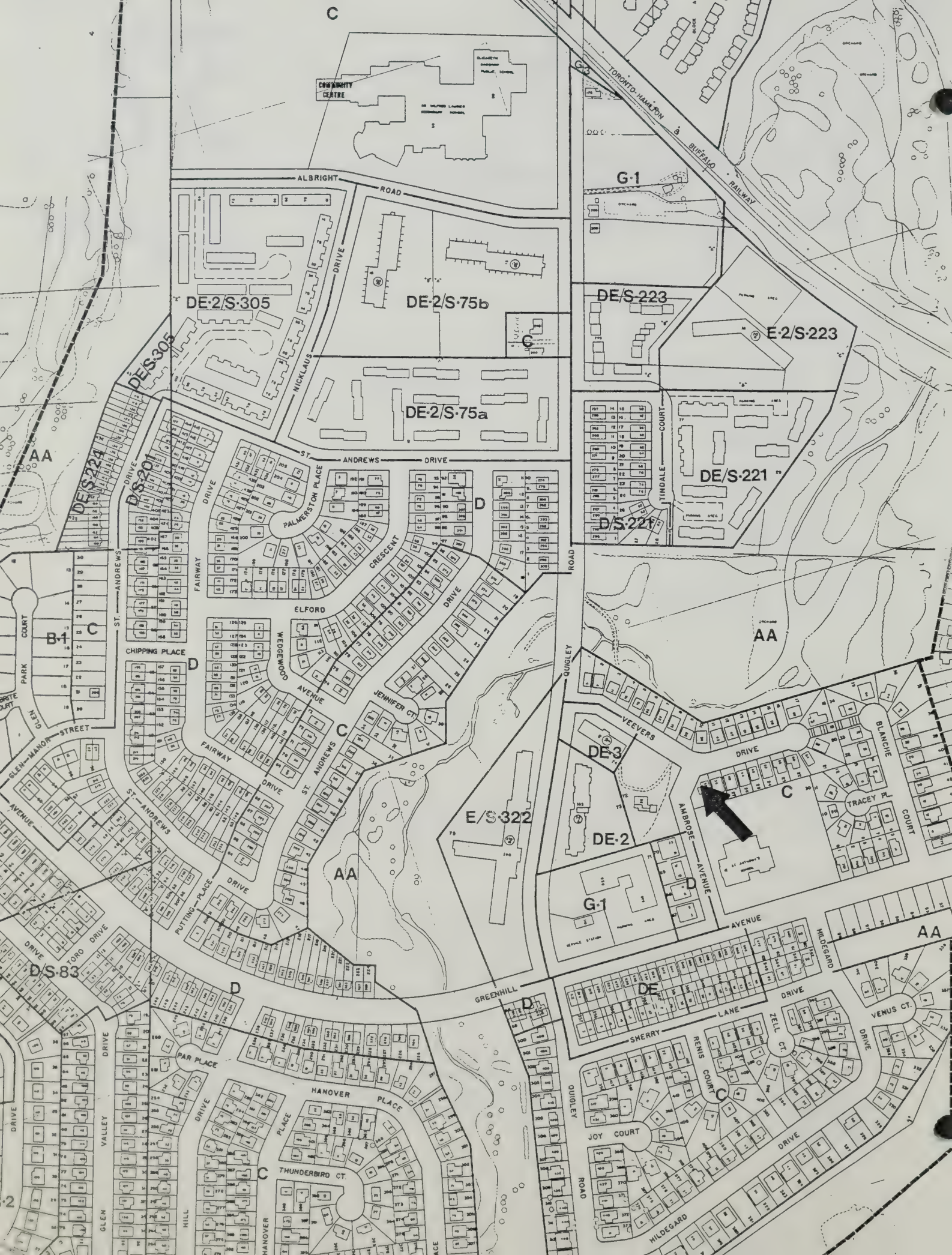
FINANCIAL IMPLICATIONS:

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Stopping" sign associated with the relocated bus stop.

BACKGROUND:

The Traffic Department has received a letter from the Hamilton Street Railway Company, advising of a request by Alderman Dominic Agostino, that the existing far-side bus stop at the north-east corner of Ambrose Avenue and Greenhill Avenue, be relocated to a nearside location on Ambrose Avenue at Veevers Drive to eliminate a safety hazard related to buses stopping in front of the driveway to St. Anthony's School.

We have reviewed the proposed bus stop relocation, and find it satisfactory from a traffic point of view. The proposed bus stop would not result in any loss of on-street parking, since Ambrose Avenue is presently signed "No Parking" in this area. Therefore, the Traffic Department concurs with this request.


C
COMMUNITY CENTRE
ALBRIGHT ROAD
G-3
TORONTO-HAMILTON & BUFFALO RAILWAY
G-1
DE-2/S-305
DE-2/S-75b
DE/S-223
E-2/S-223
DE/S-305
C
DE-2/S-75a
NICKLAUS DRIVE
AA
DE/S-224
D/S-201
ST. ANDREWS DRIVE
PALMERSTON PLACE
CRESCENT
FAIRWAY DRIVE
D
TINDALE COURT
DE/S-221
D/S-221
ELFORO
JENNIFER CT.
WEDGEWOOD AVENUE
B-1
CHIPPING PLACE
PARK COURT
GLEN MANOR STREET
ST. ANDREWS DRIVE
QUIGLEY ROAD
AA
VEEVERS DRIVE
DE-3
DE-2
E/S-322
AMBROSE AVENUE
BLANCHE DRIVE
TRACEY PL.
COURT
G-1
AA
D/S-83
TORO DRIVE
PUTTING PLACE
GREENHILL
DE
SHERRY LANE
HILDEGARD AVENUE
VENUS CT.
ZELL CT.
RENIS COURT
JOY COURT
PAR PLACE
HANOVER PLACE
THUNDERBIRD CT.
GLEN VALLEY DRIVE
HILL PLACE
HANOVER PLACE
QUIGLEY ROAD

FOR ACTION

39 a.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 12
COMM FILE: TEC-169-88
*DEPT FILE:*3-9.2

SUBJECT:

South Side of Macallum Street, West of Wentworth Street North - Parking Regulations.

RECOMMENDATION:

a) That a "No Parking, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the south side of Macallum Street commencing at a point 337 feet west of Wentworth Street North and extending to a point 20 feet westerly therefrom; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

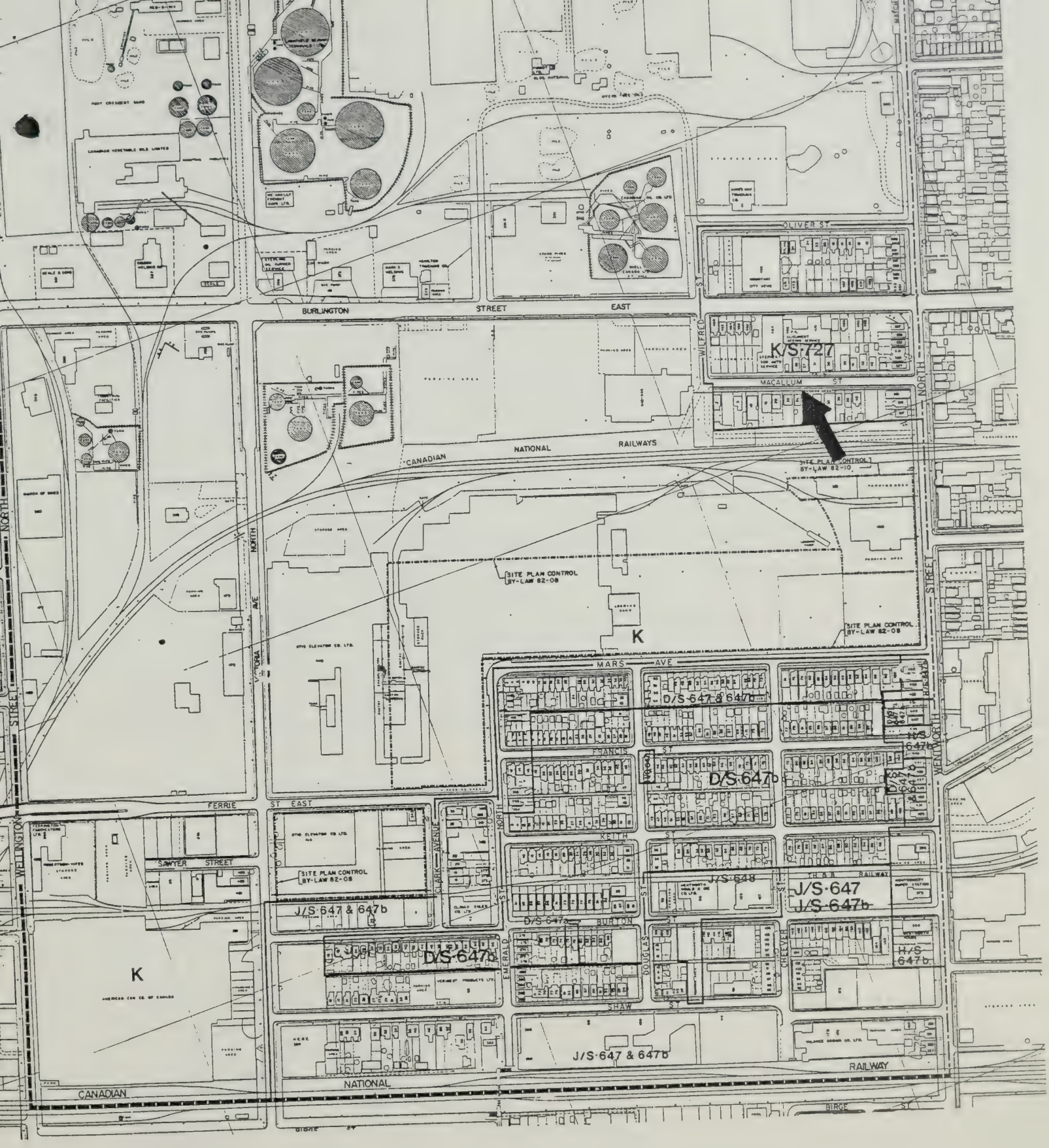
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

A representative of McKeough Sons Company Limited, 464 Burlington Street East, has requested that one on-street parking space be removed from the south side of Macallum Street opposite the flankage of this business in order to facilitate the movement of large trucks into and out of their off-street loading area. Presently, there is an "Alternate Side Parking" regulation on Macallum Street such that parking is prohibited on the south side during the winter months. An investigation has confirmed that because of the narrow pavement width of Macallum Street, large vehicles entering and exiting this business encounter difficulties when a vehicle is parked at the subject location.

Approval of the request would result in a loss of one on-street parking space in front of one residential property from the 16th to end of each month during the months of April to November. However, the applicant has agreed to limit the parking prohibition such that it would apply only from 8:00 a.m. to 5:00 p.m., Monday to Friday. Also, the resident of the adjacent property has informed us that he has off-street parking and that he has no objection to the removal of a parking space from in front of his home. Therefore, the Traffic Department concurs with this request.



106	69	70
10	95	48

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

INDUSTRIAL SECTOR AND KEITH ZONING

FOR ACTION

39 b.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 12
COMM FILE: TEC-159-88
DEPT FILE: 3-9.2

SUBJECT:

West Side of Park Street North between Barton Street and Colbourne Street-Parking Regulations.

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Park Street North between Barton Street West and Colbourne Street; and,

b) The Director of Traffic Services be authorized to issue one parking permit to each of the first seven applicants residing in the block, and any additional permits (to a maximum of seven) on a first come first served basis; and

c) That a "No Parking Anytime" regulation be implemented on the east side of Park Street commencing at Barton Street West and extending to Colbourne Street; and,

d) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the $1.00 per month charge for each parking permit will offset the cost to some degree.

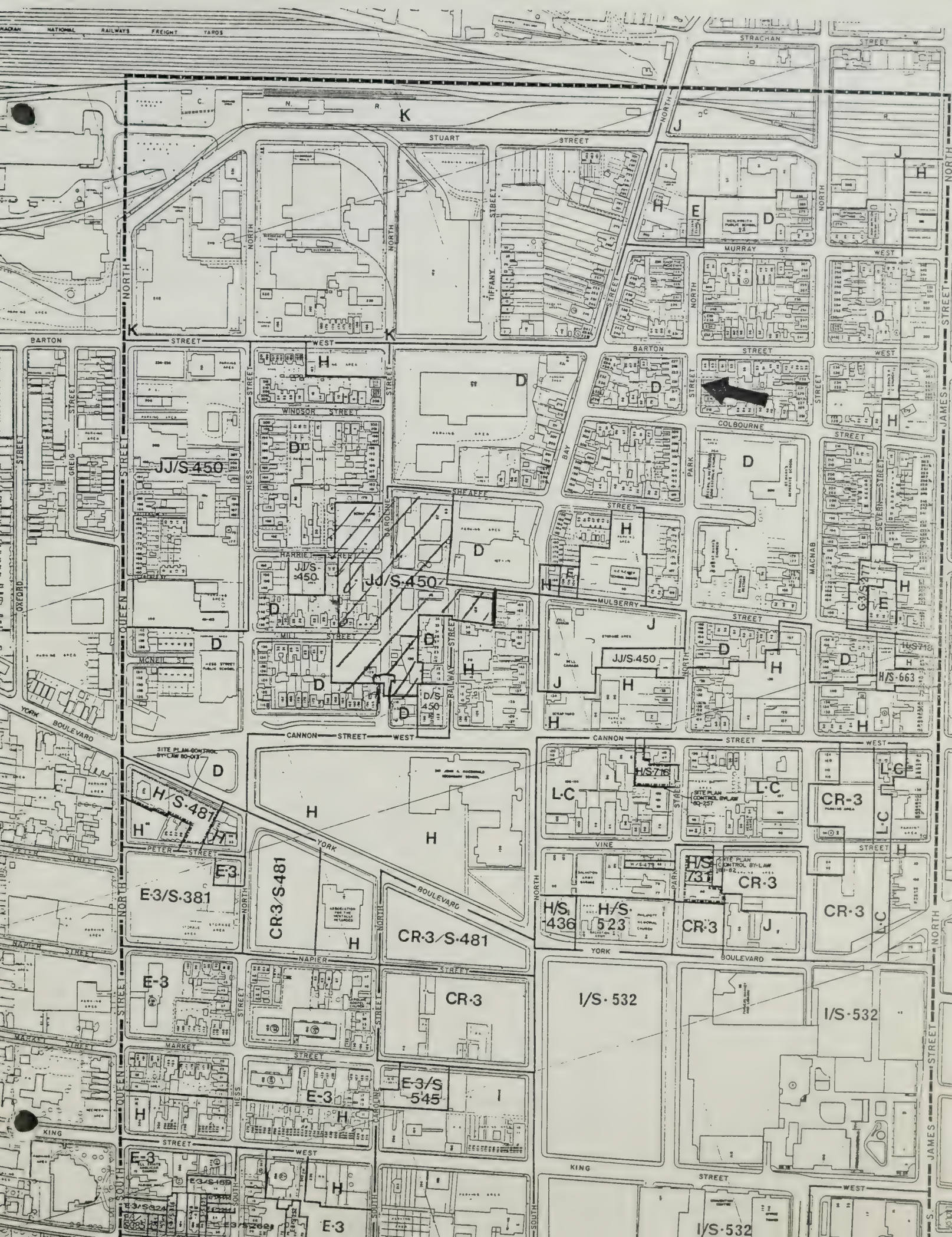
BACKGROUND:

The Traffic Department has received a petition signed by representatives of eight of the eleven one, two and three family dwellings abutting Park Street North between Barton Street West and Colbourne Street requesting that a "Permit

Parking" regulation be implemented on the street. Presently, there is unrestricted free parking on the east side of Park Street and a "No Parking" regulation on the west side of the street in this block.

The resident who circulated the petition has expressed concern regarding non-resident parking by partons of the commercial establishments of on James Street North, two blocks east of Park Street. A "Permit Parking" regulation would eliminate non-resident parking entirely, and only residents of one, two or three family dwellings abutting the block would be entitled to purchase permits to park on the street in this area.

The resident who circulated the petition has informed us that five parking permits would be required by abutting residents. However, there are only three parking spaces on the east side of the street in this block. An investigation has revealed that seven on-street parking spaces could be provided on the west side of the street where parking is presently prohibited. This would be acceptable from a traffic point of view and the resident who circulated the petition has advised that the petitioners would agree to switching the parking to the west side. The Traffic Department has contacted the residents noted as not requiring any permits and residents who did not sign the petition, and concluded that the demand for permits should not exceed the number of available spaces. Therefore, since 73% of the abutting residents have indicated their support of the regulation, the Traffic Department concurs with the request for "Permit Parking" in this block, and recommends that the regulation be implemented on the west side and a "No Parking" regulation be implemented on the east side of the street.


CANADIAN NATIONAL RAILWAYS FREIGHT YARDS
STRACHAN STREET WEST
STUART STREET
NORTH STREET
MURRAY ST
BARTON STREET
COLBOURNE STREET
WINDSOR STREET
SHEAFFE STREET
MULBERRY STREET
CANNON STREET WEST
VINE STREET
PETER STREET
NAPIER STREET
MARKET STREET
KING STREET WEST
YORK BOUNDARY
QUEEN STREET
HESS STREET
JAMES STREET
MACNAB
PARK
BAY
TIFFANY
OXFORD
GREIG
DARLING
HARRIET
MILL
MCNEIL ST
RAILWAY
SEVERN
JJ/S-450
D/S-450
G3/S-377
H/S-663
H/S-716
H/S-481
E-3/S-381
CR-3/S-481
CR-3/S-481
E-3/S-545
H/S-436
H/S-523
H/S-731
I/S-532
SITE PLAN CONTROL BY-LAW 80-257
SITE PLAN CONTROL BY-LAW 80-03T
SITE PLAN CONTROL BY-LAW 281-82

FOR ACTION

39c.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 9
COMM FILE: TEC-160-88
DEPT FILE: 3-9.2

SUBJECT:

East 35th Street between Concession Street and Crockett Street - Parking Regulations.

RECOMMENDATION:

a) That in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit", 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of East 35th Street between Concession Street and Crockett Street; and,

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

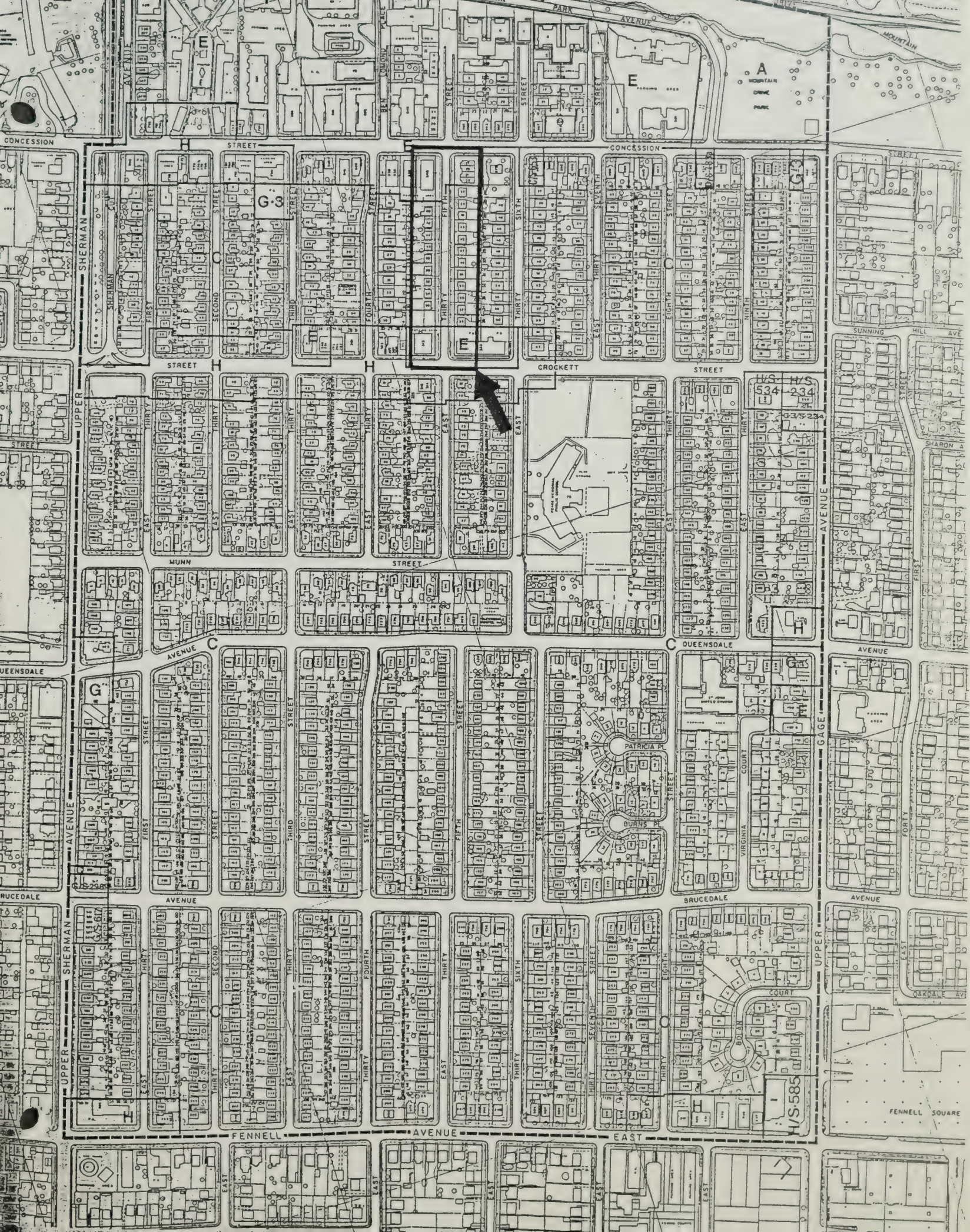
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 18 of the 27 one, two and three family dwellings on East 35th in the block between Crockett and Concession Street, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the street, because of long-term parking by residents of the nearby condominiums and employees of Hendersen Hospital. Presently, there is an "Alternate Side Parking" regulation on the street in this area.

The implementation of the proposed regulation would eliminate long-term parking by non-residents. Area residents would be entitled to purchase permits to

exempt their vehicles from the signed time limit. Therefore, since 67% of the abutting residents have signed the petition, the Traffic Department concurs with the request.


PARK AVENUE
MOUNTAIN
CONCESSION
STREET
AVENUE
SHERMAN
UPPER
GAGE
CROCKETT
MUNN
QUEENSDALE
BRUCEDALE
FENNELL
EAST
SUNNING HILL AVE
SHARON A
PATRICIA PL
BURNS PL
COURT
VIRGINIA
BOLTON
OAKDALE AVE
FENNELL SQUARE
H/S 534-234
H/S 585
FIRST
SECOND
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
EIGHTH
NINTH
THIRTY
FORTY
EAST
A
C
E
G
G-3
H

FOR ACTION

39d.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 12
COMM FILE: TEC-112(a)-88
DEPT FILE: 3-9.2

SUBJECT:

Charlton Avenue West between Locke and Dundurn Streets - Parking Regulations.

RECOMMENDATION:

a) That, in accordance with the City Council directive of 1988 July 26th, the parking regulations on Charlton Avenue West between Locke and Dundurn Streets be "staggered" such that:

- parking is prohibited on the south side between Locke Street and a point 596 feet westerly therefrom;
- parking is prohibited on the north side from a point 505 feet west of Locke Street to Dundurn Street;
- unrestricted parking is allowed for the remainder of the block.

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

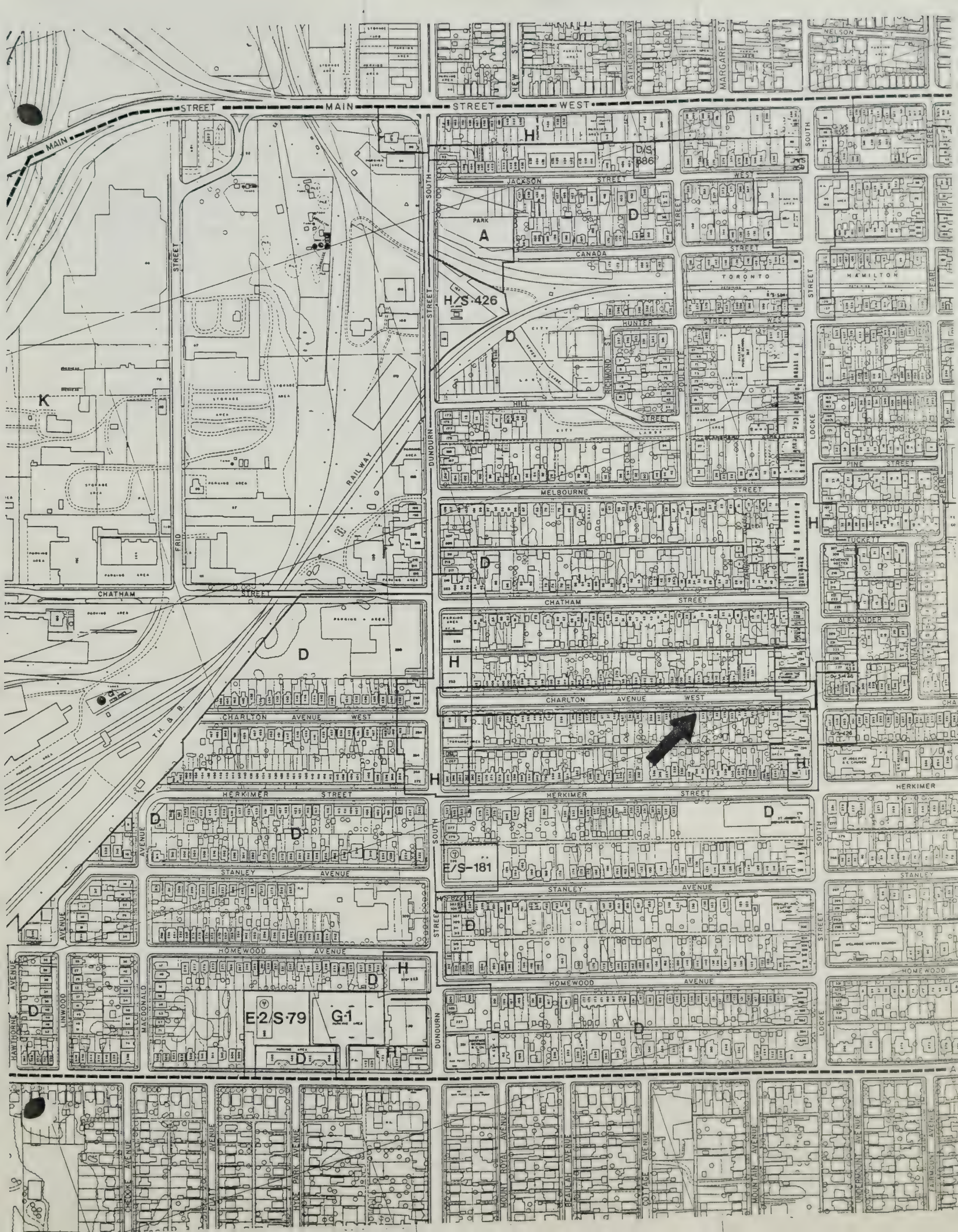
In Report TEC-112-88, a copy of which is attached, the Traffic Department reported on a request by Alderman Terry Cooke that parking be allowed on both sides of Charlton Avenue between Locke and Dundurn in an attempt to slow down traffic. It was recommended that no action be taken on this request since parking on both sides of this street would significantly increase the

occurrence of collisions. However, the Committee and subsequently the City Council, on 1988 July 26, approved the following:

a) "That on a six month trial basis, parking on Charlton Avenue West be staggered from one side of Charlton to the other between Locke and Dundurn Streets; and

b) That the Hamilton-Wentworth Regional Police be requested to step up enforcement of speeding violations in this area".

In accordance with the City Council directive, the Traffic Department has reviewed conditions on the street with a view to staggering the parking in this block. It is recommended that parking be prohibited on the south side and parking be allowed at all times on the north side for approximately the first half of the block west of Locke, and prohibited on the north side and allowed on the south side at all times for the remainder of the block. Also, in order to facilitate traffic flow, it is recommended that parking be prohibited at all times on both sides for approximately 90 feet in the area where the parking switches from the north to south sides.


MAIN STREET WEST
JACKSON STREET
CANADA
HUNTER STREET
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
PARK
A
H/S-426
D/S 886
E/S-181
E-2/S-79
G-1
D
H
K
RAILWAY
DUNDURN STREET SOUTH
HAMILTON
TORONTO
PINE STREET
TUCKETT
ALEXANDER ST
REGINALD
LOCKE
PEARL
MACDONALD
LINWOOD
HAWTHORNE
CHEDOKE AVENUE
HYDE PARK AVENUE
MOUNT ROYAL AVENUE
BEAULAH AVENUE
COTTAGE AVENUE
MOUNTAIN AVENUE
FAIRMOUNT AVENUE

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:
MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 June 14
COMM FILE: TEC-112-88
DEPT FILE: 3-9.2

SUBJECT:

Charlton Avenue West between Locke and Dundurn Streets - Parking Regulations.

RECOMMENDATION

That no action be taken on the request to allow parking on both sides of Charlton Avenue West between Locke and Dundurn Streets.

Murray F. Main

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Alderman Terry Cooke has requested that the Traffic Department report to the Committee on the possibility of allowing parking on both sides of Charlton between Locke and Dundurn in an attempt to slow down the traffic in this block. Presently, there is an "Alternate Side Parking" regulation on this section of street such that parking is prohibited on the north side during the months of December to March. This section of Charlton is operated one-way westerly between Locke and Dundurn and the pavement width is 28 feet.

Traffic Department records indicate that there have been seven reported accidents on the subject section of Charlton during the past seven and a half years. The accident reports indicate that five of these accidents involved, either directly or indirectly, parked vehicles on the street. One of the accidents occurred when a seven year old boy ran out from between a parked vehicle on the south side of the street.

Allowing parking on both sides of the street would aggravate the accident situation and also, reduce the sight distance of motorists since one side of the street will no longer be clear of parked vehicles and pedestrians will be required to to walk between parked vehicles when crossing the street from either side. There has been no suggestion that there is a shortage of parking in the area. Most homes have or could have off-street parking, and in addition, all properties are accessible by rear alleys which are presently being used by some residents for vehicular access.

For the above noted reasons, it is concluded that permitting parking on both sides would significantly increase the occurrence of collisions, and therefore the Traffic Department does not support the request to permit parking on both sides of Charlton in the block between Locke and Dundurn.

FOR ACTION

39 e.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 12
COMM FILE: TEC-167-88
DEPT FILE: 3-9.2

SUBJECT:

Parking Regulations on streets in the vicinity of Churchill Park.

RECOMMENDATION:

a) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Glen Road between Bond Street North and Parkside Drive be replaced with a full-time parking prohibition; and

b) That a full time parking prohibition be implemented on the north side of Franklin Avenue between the north and south legs of Parkview Drive.

c) That a full-time parking prohibition be implemented on the east and south sides of Parkview Drive between Franklin Avenue and Bond Street North; and

d) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

As a result of complaints related to non-resident parking while activities are being conducted in Churchill Park, Chief Len Saltmarsh, Fire Chief, recently reviewed the streets in the vicinity of this park and identified some areas where parked vehicles on both sides of the street would interfere with access by emergency vehicles. The Traffic Department has investigated these areas, and has the following report:

1. Glen Road between Parkside Drive and Bond Street North.

   This section of street has a 30 foot pavement width, and presently, there is unrestricted free parking on the north side and there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side along the rear of George R. Allan Public School. Unrestricted parking is allowed on the south side of this section of street at other times.

   The Traffic Deparment supports the principle of removing parking from one side of narrow streets such as this to facilitate driveway movements and traffic flow. Therefore, since the Fire Chief has identified a potential problem with access by emergency vehicles, the Traffic Department recommends that the existing part-time parking prohibition on the south side of the street be replaced with a full-time parking prohibition. There are no residential properties fronting on this section of Glen Road, and two of the four flanking properties have off-street parking provided. Parking is permitted on at least one side of the streets on which these homes front. - Therefore, the implementation of a full-time parking prohibition on the south side of Glen Road between Bond and Parkside should not create any parking problems for area residents.

2. Franklin Avenue between the North and South Legs of Parkview Drive.

   This section of roadway has a 30 foot pavement width, and presently, there is unrestricted parking on both sides of the street. This section of roadway has no fronting residential properties and is only approximately 100 feet in length. In order to improve traffic flow and facilitate access for emergency vehicles, it would be appropriate to prohibit parking on the north side. This street intersects with Parkview Drive at a 90^{o} turn in the roadway and parking is presently prohibited at all times on the west side of Parkview immediately to the west of Franklin. Thus, the proposed regulation would merely be an extension to an existing parking prohibition.

3. Parkview Drive between Franklin Avenue and Bond Street North.

   This section of Parkview Drive has a 24 foot pavement width, and presently, there is unrestricted free parking on both sides of the street.

   As previously stated, this Department supports the principle of removing parking from one side of narrow streets such as this in order to facilitate driveway movements and traffic flow. Therefore, since the Fire Chief has identified a potential problem for access by emergency vehicles, the Traffic Department recommends that parking be prohibited on the east and south sides of Parkview Drive between Franklin Avenue and Bond Street North. The proposed parking prohibition will also improve visibility at the turn in the roadway north of Franklin and will improve visibility at the intersection of Parkview and Uplands.

   Virtually all of the residential properties on this section of street have off-street parking provided. Therefore, the removal of parking from one side of this residential street should not create any parking problems for area residents.


BOTANICAL GARDENS
CHEDOKE EXPRESSWAY
MACKLIN ST. EXTENSION
FRANKLIN AVENUE
NORWOOD ROAD
ROANOKE ROAD
EDGEVALE ROAD
DUFFERIN STREET
GLEN ROAD
KING STREET WEST
CLINE AVENUE
KING ST. W.
PARKVIEW DRIVE
UPLANDS AVE
DESJARDINS COURT
DESJARDINS CT.
FREELAND CT.
PARADISE ROAD
KENNMORE ROAD
LONGWOOD ROAD NORTH
BOND STREET NORTH
PARKSIDE DRIVE
KIPLING AVE
DEVON PLACE
DORSET PL.
E/S 550
E/S 610
A
C
E
H
J

39 39

39 f.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 17
COMM FILE: TEC-177-88
DEPT FILE: 3-9.2

SUBJECT:

South Side of Inverness Avenue, West of Upper Wentworth Street - Parking Regulations.

RECOMMENDATION:

a) That a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Inverness Avenue between Upper Wentworth Street and a point 148 feet westerly therefrom; and

b) That the City Traffic By-law 66-100 be amended accordingly.

For M.F. MAIN

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting, and maintaining the required signs.

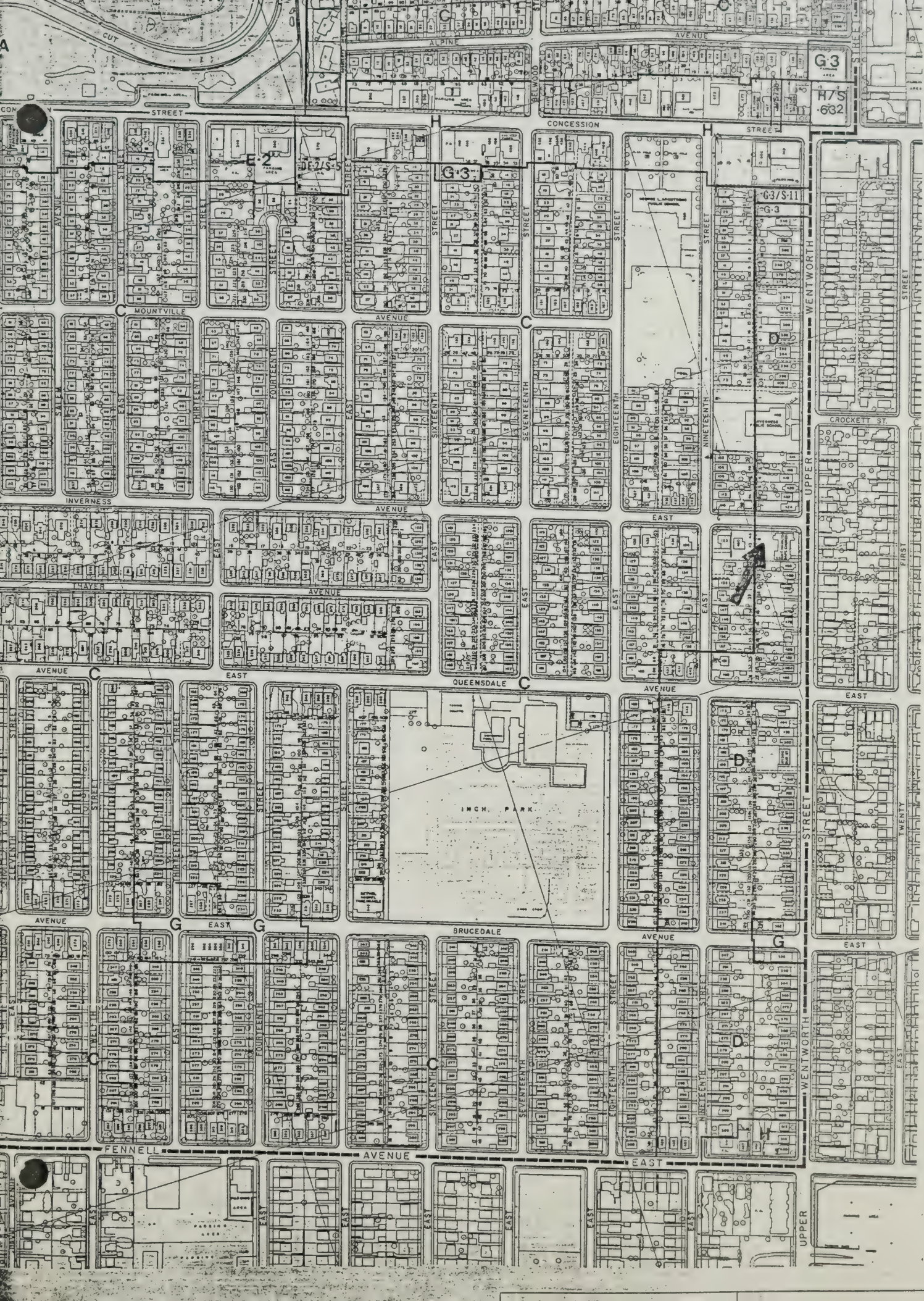
BACKGROUND:

Alderman Henry Merling recently advised of a request by the resident at No. 405 Inverness Avenue, that parking be prohibited on Inverness west of Upper Wentworth, in order to improve visibility of young pedestrians in the vicinity of the Mount Hamilton Baptist Daycare Centre which is located at the rear of the church at the southwest corner of Inverness and Upper Wentworth.

The Traffic Department has investigated this request, and determined that it would be appropriate to implement a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Inverness along the frontage of the daycare centre in order to allow parents to stop their vehicles on the daycare centre side of the street to load and unload their children, and also

to improve visibility of young pedestrians in this area.

The Traffic Department has contacted a representative of the Mount Hamilton Baptist Church/Daycare Centre who has advised that he also concurs with this request. Approval of the request will result in a loss of approximately six on-street spaces between 7:00 a.m. and 6:00 p.m., Monday to Saturday. However, these spaces are located entirely in front of the church/daycare centre and unrestricted parking would remain on both sides of the street for the remainder of the block. There is one fronting and three flanking residential properties in this block and all have off-street parking. Therefore, approval of this request should not create any parking problems.


CUT
ALPINE
AVENUE
BELWOOD
CONCESSION
STREET
G-3
H/S
632
E-2
E-2/S-5
G-3
G-3/S-11
MOUNTVILLE
AVENUE
SALEM
THIRTEENTH
FOURTEENTH
FIFTEENTH
SIXTEENTH
SEVENTEENTH
EIGHTEENTH
NINETEENTH
WENTWORTH
UPPER
CROCKETT ST.
INVERNESS
AVENUE
HAYER
AVENUE
QUEENSDALE
AVENUE
INCH PARK
BRUCEDALE
AVENUE
FENNELL
AVENUE
EAST
FIRST
TWENTY

FOR ACTION

40a.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 11
COMM FILE: TEC-162-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Duff Court and Duff Street and West 2nd Street - Intersection Control.

RECOMMENDATION:

a) That southbound traffic on Duff Court be required to stop for westbound traffic on Duff Street and northbound traffic on West 2nd Street; and,

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

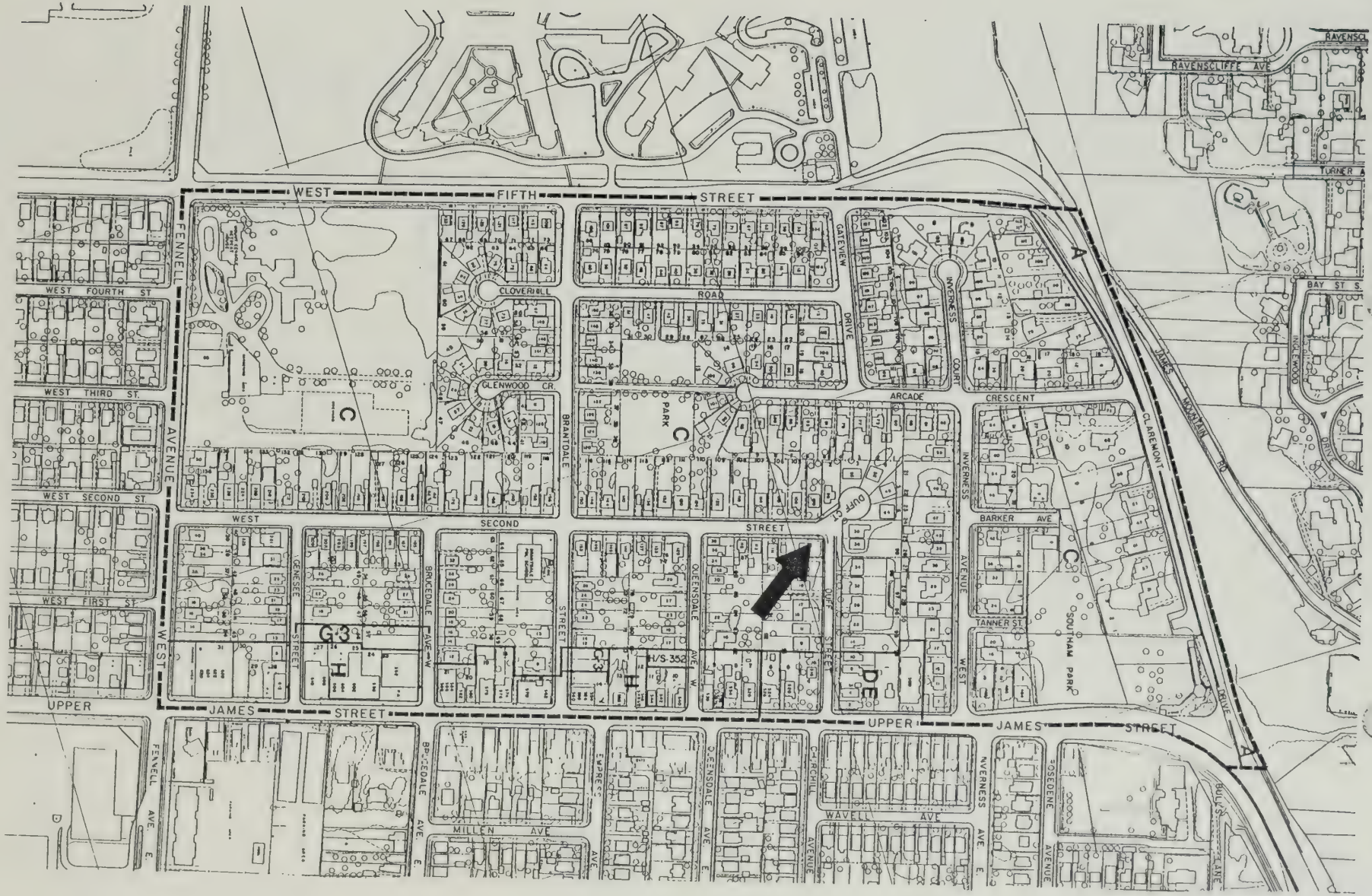
There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required sign.

BACKGROUND:

An area resident has contacted the Traffic Department and requested that stop control be implemented at the intersection of Duff Court/Street and West 2nd Street because of motorists entering Duff Court quite suddenly and making fast U-turns. The intersection of Duff Street/Court and West 2nd is an unusually shaped 3-leg intersection and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported accidents at this location in at least the past six years. Thus, the intersection has operated safely, and there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "Y" type intersection such that southbound

traffic on Duff Court would be required to stop for westbound traffic on Duff Street and northbound traffic on West 2nd Street. Therefore, the Traffic Department concurs with this request.


WEST FIFTH STREET
FENNELL AVENUE
WEST FOURTH ST
WEST THIRD ST.
WEST SECOND ST.
WEST FIRST ST.
WEST SECOND STREET
UPPER JAMES STREET
UPPER JAMES STREET
CLOVERHILL ROAD
GLENWOOD CR
BRANTDALE AVENUE
GATEVIEW DRIVE
INVERNESS COURT
ARCADE
CRESCENT
PARK
DUFF CT
INVERNESS AVENUE
BARKER AVE
TANNER ST
SOUTHAM PARK
CLAREMONT
JAMES MOUNTAIN RD
RAVENSCLIFFE AVE
BAY ST S.
INGLEWOOD DRIVE
TURNER A
GENESSEE STREET
BRUCEDALE AVE W
QUEENSDALE AVE W
DUFF STREET
H/S-352
QUEENSDALE AVE E
BRUCEDALE AVE E
EMPRESS AVENUE
CHURCHILL AVENUE
WAVELL AVE
MILLEN AVE
FENNELL AVE E
INVERNESS AVE E
ROSEDENE AVENUE
BULLS
C
G3
H
D
E
A

FOR ACTION

40b.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 11
COMM FILE: TEC-163-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Glenayr Street at Greenshire Drive - Intersection Control.

RECOMMENDATION:

a) That northbound traffic on Glenayr Street be required to stop for eastbound and westbound traffic on Greenshire Drive; and,

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

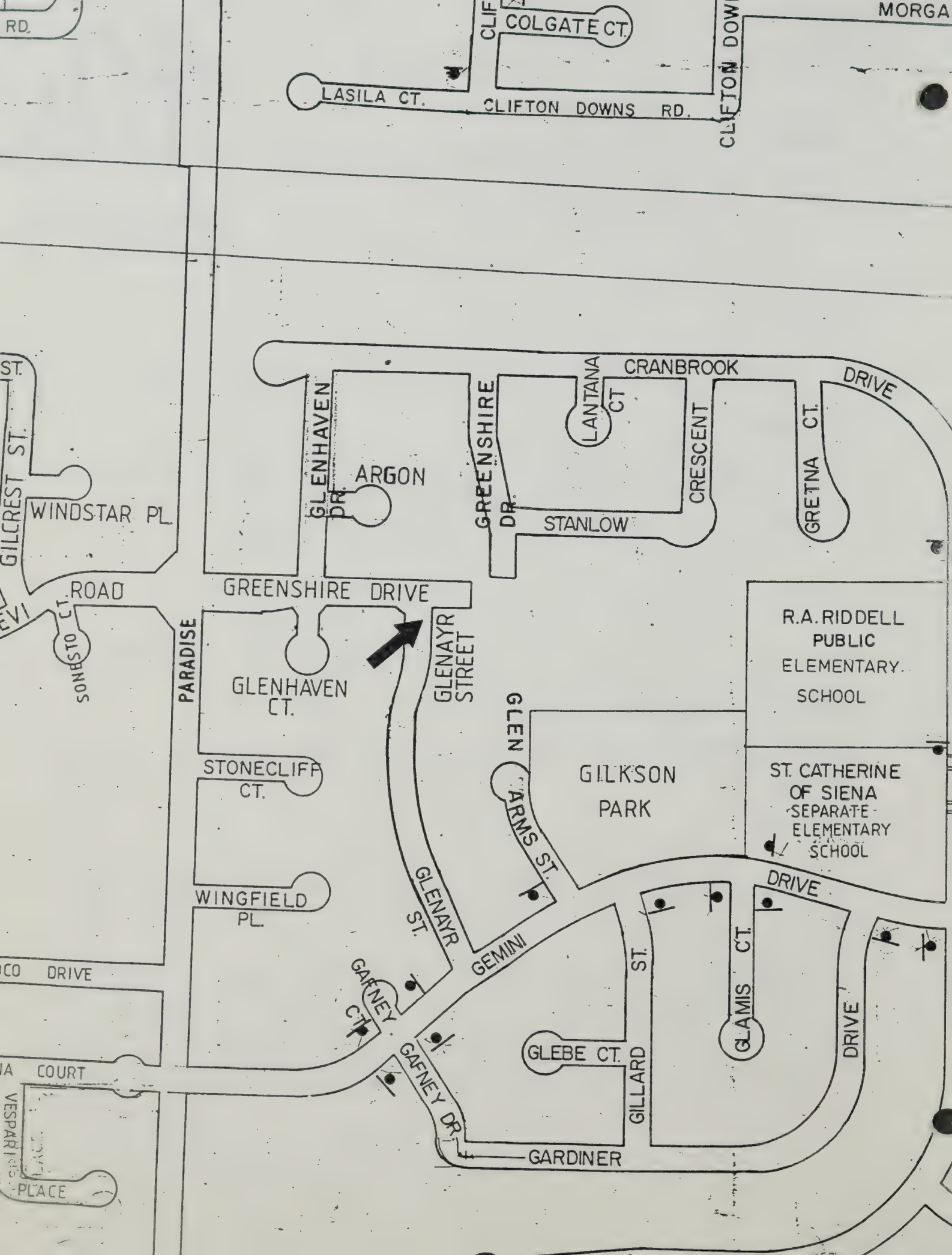
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget, to cover the cost of manufacturing, erecting and maintaining the required sign.

BACKGROUND:

Alderman Tom Murray has advised of a request from an area resident that northbound stop control be implemented at the intersection of Glenayr Street and Greenshire Drive. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported accidents at this location since November 1987, when this street became a registered street in the City of Hamilton. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that northbound traffic on Glenayr Street would be required to stop for eastbound and westbound traffic on Greenshire Drive. Therefore, the Traffic Department concurs with this request.


RD.
COLGATE CT.
LASILA CT.
CLIFTON DOWNS RD.
MORGA
ST.
GILCREST ST.
WINDSTAR PL.
ROAD
GLENHAVEN DR.
ARGON
GREENSHIRE DR.
LANTANA CT.
CRANBROOK
DRIVE
CRESCENT
GRETNA CT.
STANLOW
GREENSHIRE DRIVE
SONESTO CT.
PARADISE
GLENHAVEN CT.
GLENAYR STREET
GLEN ARMS ST.
R.A. RIDDELL PUBLIC ELEMENTARY SCHOOL
GILKSON PARK
ST. CATHERINE OF SIENA SEPARATE ELEMENTARY SCHOOL
STONECLIFF CT.
WINGFIELD PL.
GLENAYR ST.
GEMINI
DRIVE
GAFNEY CT.
GLEBE CT.
GILLARD ST.
GLAMIS CT.
DRIVE
GAFNEY DR.
GARDINER
CO DRIVE
A COURT
VESPARI
PLACE

FOR ACTION

40c.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 9
COMM FILE: TEC-156-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Anthony Street and Firenze Street - Intersection Control.

RECOMMENDATION:

a) That southbound traffic on Firenze Street be required to stop for eastbound and westbound traffic on Anthony Street; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

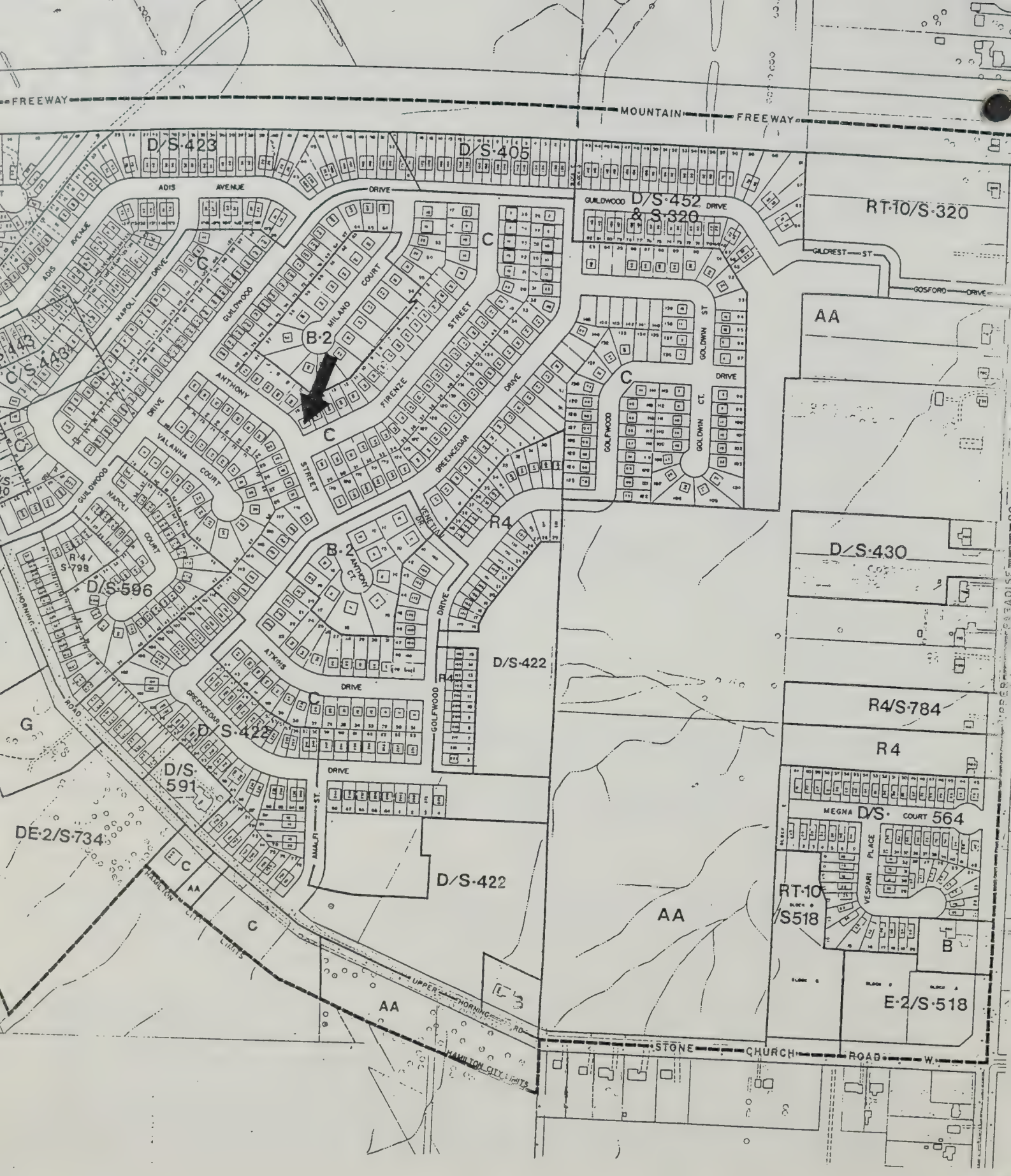
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required sign.

BACKGROUND:

Alderman Tom Murray has requested that stop control be implemented at the intersection of Anthony Street and Firenze Street. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported accidents at this location in at least the past five years. Thus, the intersection has operated safely, and there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign at the stem of this "T" type intersection, such that southbound traffic on Firenze Street would be required to stop for eastbound and westbound traffic on Anthony Street. Therefore, the Traffic Department concurs with this request.


FREEWAY
MOUNTAIN FREEWAY
D/S-423
D/S-405
D/S-452 & S-320
RT-10/S-320
GILCREST ST
GOSFORD DRIVE
AA
C/S-443
B-2
R4
D/S-430
D/S-596
D/S-422
R4/S-784
D/S-591
DE-2/S-734
MEGNA COURT
D/S-564
RT-10/S518
E-2/S-518
STONE CHURCH ROAD W.
UPPER HORNING RD.
HAMILTON CITY LIMITS

FOR ACTION

40d

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 10
COMM FILE: TEC-161-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Monte Drive and Vienna Street - Intersection Control.

RECOMMENDATION:

a) That a stop sign be erected to require that northbound traffic on Monte Drive be required to stop for eastbound and westbound traffic on Vienna Street; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

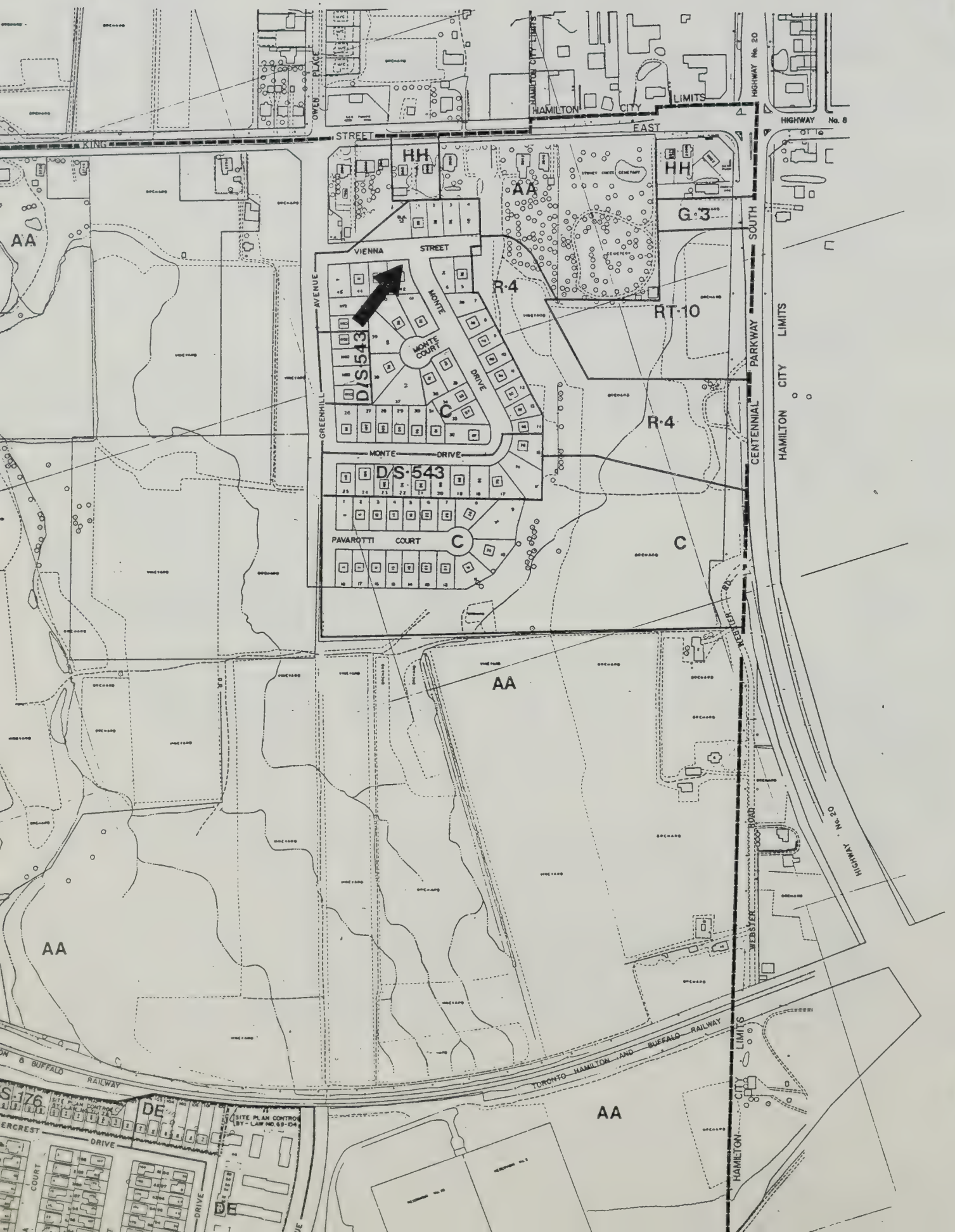
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop sign.

BACKGROUND:

Alderman Dominic Agostino has requested that a stop sign be erected at the "T" intersection of Monte Drive and Vienna Street. Presently, there are no intersection control signs at this location.

Traffic Department records indicate that this intersection is operating safely since there have been no reported accidents at the intersection since these streets were constructed some time in the last two years. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign to require that northbound traffic on Monte be required to stop for eastbound and westbound traffic on Vienna.


KING STREET EAST
HAMILTON CITY LIMITS
HIGHWAY No. 20
HIGHWAY No. 8
OWEN PLACE
HH
AA
G-3
VIENNA STREET
MONTE AVENUE
MONTE COURT
MONTE DRIVE
GREENHILL AVENUE
R-4
RT-10
D/S-543
C
PAVAROTTI COURT
SOUTH CENTENNIAL PARKWAY
HAMILTON CITY LIMITS
WEBSTER ROAD
HIGHWAY No. 20
TORONTO HAMILTON AND BUFFALO RAILWAY
DE
SITE PLAN CONTROL BY-LAW NO. 79-104

FOR ACTION

40e.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 10
COMM FILE: TEC-155-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Brucedale Avenue and East 16th Street - Intersection Control.

RECOMMENDATION:

a) That the existing one-way stop be replaced with a three-way stop at the intersection of Brucedale Avenue and East 16th Street such that eastbound and westbound traffic on Brucedale Avenue be required to stop at East 16th Street; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman John Gallagher has advised of a request by the resident at No. 242 East 16th Street that three-way stop control be implemented at the intersection of Brucedale Avenue and East 16th Street. The subject intersection is a "T" type intersection, and presently, northbound traffic on East 16th is required to stop for eastbound and westbound traffic on Brucedale Avenue.

Traffic Department records indicate that there have been no reported collisions at this location in at least the past 10 years. Thus, the intersection has operated safely, and the implementation of three-way stop control cannot improve upon this perfect safety record. However, at least one of the Traffic Department criteria respecting the use of all-direction stop control is met since the intersection is immediately adjacent to a park/playground. Also, the erection of stop signs on Brucedale at East 16th would be beneficial to the stop control pattern on Brucedale. Therefore, the Traffic Department concurs with this request.


A
JOLLEY CUT
CONCESSION STREET
MOUNTAIN PARK AVENUE
ALPINE AVENUE
BELWOOD CRESCENT
MOUNTVILLE AVENUE
INVERNESS AVENUE
THAYER AVENUE
QUEENSDALE AVENUE
BRUCEDALE AVENUE
FENNELL AVENUE EAST
INCH PARK
WELLINGTON STREET
UPPER WENTWORTH STREET
ELEVENTH STREET
WELSH STREET
EAST
SALEM AVENUE
THIRTEENTH STREET
FOURTEENTH STREET
SIXTEENTH STREET
SEVENTEENTH STREET
EIGHTEENTH STREET
NINETEENTH STREET
E-2
E-2/S-5
G-3
G-3/S-11
C
D
G
H

40 f.

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 27
COMM FILE: TEC-154-88
DEPT FILE:

SUBJECT:

Intersection of Dover Drive and Catalina Drive - Intersection Control.

RECOMMENDATION

(a) That three-way stop control be implemented at the intersection of Dover Drive and Catalina Drive; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND

The residents at 66 Clapham Road recently requested, through Alderman Dominic Agostino that three-way stop control be implemented at the intersection of Dover Drive and Catalina Drive. Presently, eastbound and westbound traffic on Dover is required to stop for southbound traffic on Catalina, and experience with attempting to stop motorists on the through roadway at a "T" type intersection has not been favourable. Also, because of the proximity to Sir Isaac Brock School, at least one of the criteria respecting the use of all direction stop control at intersections is met. Therefore, the Traffic Department concurs with the request for three-way stop control at the intersection of Dover and Catalina.


QUEENSTON ROAD
NASH ROAD SOUTH
G-1
DE-2/S-48A
DE-3
E-2
AA
C/S-101
TOWN OF STONEY CREEK
DOVER DRIVE
CATALINA DRIVE
CLAPHAM ROAD
GREENFORD AVENUE
CHAMPLAIN DRIVE
NEIL AVE
LAWRENCE AVENUE
META ST.
FLORA DRIVE
TERESA STREET
OWEN PLACE
CROMWELL CRESCENT
GREEN BROOK DRIVE
MEADOWVALE AVE.
PLEASANT AVE.
GLEN VIEW DR.
RANDALL AVE.
FELKER AVE.
PHYLLDALE DR.
CALVERT AVENUE
HAMILTON CITY
CENTENNIAL PARKWAY

FOR ACTION

40g.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. M. F. Main
Director of Traffic Services

DATE: 1988 August 15
COMM FILE: TEC-147-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Lake Avenue and Delawana Drive - Intersection Control.

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Lake Avenue and Delawana Drive.

for M.F. MAIN

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

The installation of stop signs on Lake Avenue at Delawana Drive would result in increased motor vehicle operating costs in the order of $160,000 per year.

BACKGROUND:

Alderman Dominic Agostino has asked the Traffic Department to report to the Transport and Environment Committee respecting the possibility of implementing three-way stop control at the intersection of Lake Avenue and Delawana Drive. The Traffic Department has investigated this matter, and has the following report:

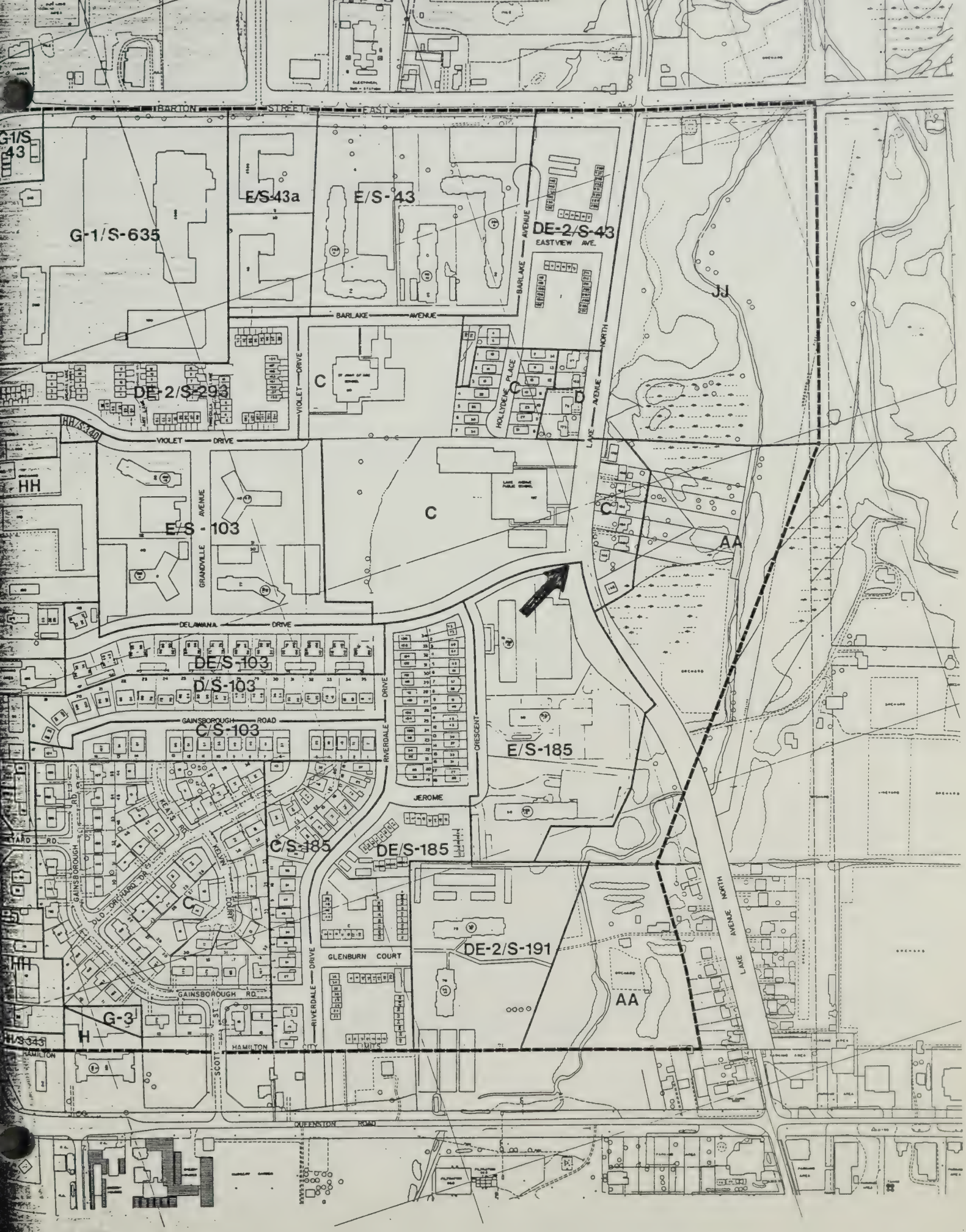
The intersection of Lake and Delawana is a "T" type intersection, and presently, eastbound traffic on Delawana is required to stop for northbound and southbound traffic on Lake. Also, a school traffic officer is presently situated at this intersection during school crossing hours. Traffic Department records indicate that in the past 5 years, this intersection has averaged only approximately 2.0 motor vehicle collisions per year of a type which might be susceptible to correction by the addition of stop signs. This is a good collision rate for an arterial road intersection. In at least the past 16 1/2 years, there has not been a report pedestrian collision at the intersection.

Traffic authorities are in agreement that stop signs should not be used for the purposes of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is

only approximately 100" each way from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device.

Experience with attempting to stop motorists on the through roadway at a "T" type intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location and are not looking for stop signs, and the violation rate has been found to be relative high. In this particular case, by virtue of the width and the appearance of Lake Avenue, stop signs on Lake at Delawana might experience an even higher rate of violations and this could lead to a more serious condition if pedestrians crossing the street expect motorists to stop and the motorists, for whatever reason, fails to stop for the stop signs.

For the above reasons, the Traffic Department does not concur with the request for a three-way stop control at the intersection of Lake and Delawana.


BARTON STREET EAST
G-1/S-635
E/S-43a
E/S-43
DE-2/S-43
EASTVIEW AVE.
BARLAKE AVENUE
JJ
DE-2/S-293
VIOLET DRIVE
HH/S-43a
HH
E/S-103
GRANDVILLE AVENUE
C
D
HOLLYDENE PLACE
LAKE AVENUE NORTH
AA
DELAWANA DRIVE
DE/S-103
D/S-103
GAINSBOROUGH ROAD
C/S-103
RIVERDALE DRIVE
CRESCENT
E/S-185
JEROME
C/S-185
DE/S-185
KEARS RD
KELVIN COURT
OLD DUNDAS RD
GLENBURN COURT
DE-2/S-191
G-3
H
HH/S-343
HAMILTON
SCOTT ST
HAMILTON CITY LIMITS
QUEENSTON ROAD

41.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 18
COMM FILE: 3-11.2
DEPT FILE: T103-06
ID#0043D(44)

SUBJECT:

Request for Bell Canada Pole Relocation
20 Tracey Place

RECOMMENDATION

That no action be taken on the request to relocate the Bell Canada pole in front of Tracey Place.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The estimate of cost to relocate the pole is $1000.00.

BACKGROUND

A request was received through Alderman Agostino to relocate a Bell Canada pole approximately 1 m further away from the driveway at the above-noted location.

The pole was installed in 1969 and the house was constructed in 1970. Pedestrian access to the front door from the City sidewalk is by way of a depressed driveway. During the winter months, pedestrians using this access to the home have difficulty because of the driveway grade. The resident wishes to construct a private sidewalk parallel to the driveway leading to the City sidewalk. However, the proposed location for the private sidewalk conflicts with the existing pole.

The pole in its present location does not impede vehicular access to the property. We recommend that the proposed private sidewalk be shifted slightly to miss the pole. However, if the resident still wishes to have the pole relocated, it should be at his/her expense.

RPM:jd

FOR ACTION

42.

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 July 27
COMM FILE:
DEPT FILE: 65-1.622

SUBJECT:

By-law to Incorporate Parts 1 and 4, Plan 62R-7802 into Eva Street

RECOMMENDATION

That City Council enact the attached by-law on August 30, 1988 in accordance with the authorization contained in the 7th Report of the Transport and Environment Committee, Item 22, adopted by City Council on April 26, 1988 .

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

N/A

BACKGROUND

City Council on April 26, 1988, directed the City Solicitor to prepare the by-law referred to above. This highway will enter upon a Regional road, thereby requiring the consent of The Regional Municipality of Hamilton-Wentworth. This consent was obtained on July 19, 1988 when Regional Council adopted Item 24 of Report 14-88 of the Engineering Services Committee.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attention: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att'd.

JUL 18 1988

43a

MEMORANDUM • CITY OF HAMILTON

TO : Mr. P. Kuppe
Building Commissioner
ATTENTION: Mr. B. D. Allick
Director of Inspections

YOUR FILE:

FROM : Philip R. A. Hooker

OUR FILE : 60-5.27

SUBJECT : Vacant subdivision lands of Dicenzo Construction Company Limited (and "Sunshine Homes"?) on Monte Drive and Pavarotti Court (Battleridge Subdivision Phase I)

DATE : 1988 July 15

Alderman D. Agostino has contacted the writer concerning a long-term, clearly visible problem at the captioned location in his ward (5).

According to Alderman Agostino, local neighbours of the lands are complaining that their backyards face an adjacent field owned by the construction company (please check exact name in your records) and experience piles of dirt creating:

(a) eyesores;
(b) erosion during rains;
(c) blowing grit, etc.;
(d) likely harbourage for rats;
(e) safety problems, etc.

He says this problem has continued for 2-3 years and, despite numerous items of correspondence from him to the company, no action is taken. He is willing to provide you copies of the correspondence for reference.

The Alderman would like early corrective by-law enforcement action taken and, if necessary (subject to our later further review), City clean-up action taken at the company's expense.

It seems to be common knowledge here that this particular company has a bad reputation regarding compliance with City by-laws and work orders of various inspecting departments, so stringent enforcement action may eventually become necessary, e.g. under Section 325 of The Municipal Act, which reads:

"325. Where a council has authority to direct or require by by-law or otherwise that any matter or thing be done, the council may by the same or by another by-law direct that,

> in default of its being done by the person directed or required to do it, such matter or thing shall be done at his expense, and the corporation may recover the expense incurred in doing it by action, or the same may be recovered in like manner as municipal taxes or the council may provide that the expense incurred by it, with interest, shall be payable by such person in annual instalments not exceeding ten years and may, without obtaining the assent of the electors, borrow money to cover such expense by the issue of debentures of the corporation payable in not more than ten years."

My perusal of the land drainage by-law, 80-245, as amended, (enforced by Regional Engineering) indicates it is not applicable here.

Your (Building Department) By-law 84-35 defines, in Section 1(d), "industrial waste" to include, but not be limited to:

> "5. Material resulting from, or as part of, construction or demolition projects;
> 6. Rubble, inert fill." etc.

These seem apropos.

You may also find some sections of the property standards by-law, 74-74, as amended, to be applicable.

The Alderman said one of your inspectors had been to the site recently, with results not known to the Alderman.

Finally, the Alderman advised he would have this matter placed on the agenda of the next Transport and Environment Committee meeting, scheduled for August 22, 1988, if the problem is not resolved by then, with a view to the City's taking physical, on-site action as necessary (perhaps under the authority of Section 9 of By-law 84-35 -- copy of whole By-law enclosed -- although such action is usually preceded by charge, trial, conviction fine and further, final written warning to the defaulter.

Would you, therefore, please arrange to take the appropriate action, if you have not already done so, and keep Alderman Agostino and us advised. Thank you.

PRAH/dch
encl.
c.c. Alderman D. Agostino
c.c. Mr. J. Pavelka, Director
Public Works Department
ATTENTION: Mr. D. Lobo
c.c. Mr. P. Barkwell, Solicitor

Philip R.A. Hooker

Philip R. A. Hooker
for K. A. Rouff
City Solicitor

P. HOOKER

BY-LAW NO. 84-35

MAINTAINING LAND IN A CLEAN AND

CLEAR CONDITION

Bill No. D-22

The Corporation of the City of Hamilton

BY-LAW NO. 84- 35

To Provide For:

MAINTAINING LAND IN A CLEAN AND CLEAR CONDITION

WHEREAS section 210 of The Municipal Act, R.S.O. 1980, Chapter 302, provides as follows:

210. 74. For requiring and regulating the filling up, draining, cleaning, clearing of any grounds, yard and vacant lots and the altering, relaying or repairing of private drains.

76. For prohibiting the throwing, placing or depositing of refuse or debris on private property or on property of the municipality or any local board thereof without authority from the owner or occupant of such property.

77. For making any other regulations for sewage or drainage that may be considered necessary for sanitary purposes.

129. For prohibiting, or regulating and inspecting the use of any land or structures within the municipality or any defined area or areas thereof for dumping or disposing of garbage, refuse, or domestic or industrial waste of any kind.

(a) A by-law under this paragraph,

(i) may establish a schedule of fees chargeable upon inspection of such regulated land or structures,

(ii) may require the owners, lessees or occupants of such land or structures, at the expense of the owners, lessees or occupants, to cease using

such land or structures for such purposes, or to cover over any garbage, refuse, or domestic or industrial waste in any prescribed manner, whether or not such land or structures were so used before the passing of the by-law,

(iii) may define industrial or domestic waste.

(b) A by-law under this paragraph does not apply to the use of any land or structure by a municipality.

130. For prohibiting or regulating and inspecting the use of any land or structures for storing used motor vehicles for the purpose of wrecking or dismantling them or salvaging parts thereof for sale or other disposal.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. In this by-law,

(a) "commissioner" means the Building Commissioner;

(b) "city" means The Corporation of the City of Hamilton;

(c) "domestic waste" means any article, thing, matter or any effluent belonging to or associated with a house or household or concerning or relating to the home or family that appears to be waste material; and for greater certainty, but not so as to restrict the generality of the foregoing terms of this clause it is hereby declared that domestic waste extends to the following classes of waste material:

1. Accumulations, deposits, leavings, litter, remains, rubbish, trash;

2. Refrigerators, freezers or other appliance, any attached hinges or latching, locking or other closing mechanism or device;

3. Furnaces, furnace parts, pipes, fittings to pipes, water or fuel tanks;

4. Inoperative motor vehicles, vehicle parts and accessories.

5. Paper, cartons;

6. Furniture;

7. Crockery;

8. Sewage;

(d) "industrial waste" means any article, thing, matter or any effluent belonging to or associated with industry or commerce or concerning or relating to manufacture or concerning or relating to any trade, business, calling or occupation that appears to be waste material; and for greater certainty, but not so as to restrict the generality of the foregoing terms of this clause it is hereby declared that industrial waste extends to the following classes of waste material:

1. Articles, things, matter, effluent which in whole or in part or fragments thereof, are derived from or are constituted from or consist of,

   (a) agricultural, animal, vegetable, paper, lumber, or wood products, or

   (b) mineral, metal, or chemical products,

   whether or not the products are manufactured or otherwise processed;

2. Automotive parts, inoperative vehicles, vehicle parts, mechanical equipment, mechanical parts, accessories or adjuncts to the vehicles and mechanical equipment;

3. Piping, tubing, conduits, cable and fittings or other accessories, or adjuncts to the piping, tubing, conduits or cable;

4. Containers of any size, type or composition;

5. Material resulting from, or as part of, construction or demolition projects;

6. Rubble, inert fill;

7. Bones, feather, hides;

8. Sewage;

(e) "inoperative motor vehicle" means a vehicle having missing parts, including tires or damaged or missing glass or deteriorated or removed metal adjunctions, which prevent its mechanical function;

(f) "inspector" means a person appointed under By-law No. 81-224;

(g) "owner" means an owner, lessee or occupant;

(h) "private drain" means a drain or sewer or part thereof situate on private property;

(i) "region" means The Regional Municipality of Hamilton-Wentworth;

(j) "sewage" includes any liquid waste containing human, vegetable, or mineral matter, waste that is in suspension whether domestic or industrial or any other waste whether in suspension or precipitated, but does not include roof water or storm run-off;

(k) "waste material" means material or effluent that, in the opinion of the commissioner or an inspector,

(i) appears to have been cast aside or discarded or abandoned; or

(ii) appears to be worthless or useless or of no practical value; or

(iii) appears to be used up, in whole or in part, or expended or worn out in whole or in part.

2. (1) Every owner, lessee or occupant shall keep his grounds, yard, or vacant land filled up, drained, clean or cleared up.

(2) Every owner, lessee or occupant shall keep in repair his private drain.

(3) Every owner, lessee or occupant shall alter or relay the private drain as may be required by the commissioner.

(4) For the purpose of subsection 2(1), "clean or cleared up" includes the removal of weeds or grass more than eight inches in height.

3. (1) No person shall throw, place or deposit refuse or debris on private property without the written authority of the owner or occupant of the property.

(2) No person shall throw, place or deposit refuse or debris on city property or regional property without the written authority of the city or region and where such property is occupied by a person other than the owner, without the written authority of the occupant.

4. Every owner, lessee or occupant shall provide for the sanitary disposal of sewage and drainage from his land or buildings.

5. (1) Except as provided in section 3 and in subsection 4, every owner, lessee or occupant shall keep his land free and clear of all garbage, refuse or domestic or industrial waste of any kind.

(2) No person shall use any land or structure within the city for dumping or disposing of garbage, refuse, or domestic or industrial waste of any kind.

(3) Subsections 1 and 2 do not apply to,

(a) land or structures used by the city or the region used for the purpose of dumping or disposing of garbage or refuse, or domestic or industrial waste;

(b) land designated by by-law of the city or region for the purpose of dumping or disposing of garbage or refuse, or domestic or industrial waste.

(4) Every owner, lessee or occupant shall cover over any garbage, refuse, domestic waste of any kind or industrial waste of any kind in such a manner as may be prescribed by the commissioner in writing.

6. Except as provided in The City of Hamilton Licensing Code, 1979, no person shall use any land or structure in the city for storing used motor vehicles for the purpose of wrecking or dismantling them or salvaging parts thereof for sale or other disposal.

7. (1) The commissioner or an inspector may, by notice sent by registered post served on the owner, lessee or occupant of the land or structure, require the owner, lessee or occupant within the time specified with the notice,

(a) to keep his private drains in repair;

(b) to alter or relay his private drains;

(c) to provide for the sanitary disposal of sewage and drainage from his land or structure;

(d) to clean, clear or remove from the land or structure garbage, refuse or domestic or industrial waste of any kind;

(e) to cease using the land or structure for the dumping or disposing of garbage, refuse, or domestic or industrial waste of any kind;

(f) to cover over, screen, shield or enclose the garbage, refuse or the domestic or industrial waste in the manner prescribed by the commissioner.

(2) Every notice sent by the commissioner shall identify the land or structure.

(3) Every notice to an owner or lessee shall be sent to the address shown on the last revised assessment roll or to the last known address.

(4) Every notice sent to an occupant shall be to the address of the land or structure or to the last known address of the occupant.

8. (1) The commissioner or an inspector may inspect the use of any land or structure for the purpose of determining whether,

(a) the land or structure is used for dumping or disposing of garbage, refuse or domestic or industrial waste of any kind;

(b) the land or structure is used for the storing of used motor vehicles for the purpose of wrecking or dismantling them or salvaging parts thereof for sale or disposal;

(c) the owner, lessee or occupant has complied with any notice sent by the commissioner or an inspector.

(2) Every owner, lessee or occupant shall permit the commissioner or an inspector to inspect the land or structure for the purpose of subsection 1.

9. (1) Where the owner, lessee or occupant is in default of doing the matter or thing required to be done under this by-law, the commissioner may,

(a) fill up, drain, clean or clear up the grounds, yard or vacant land;

(b) repair the private drain or alter or relay the private drain;

(c) remove refuse or debris;

(d) provide for the sanitary disposal of sewage and drainage;

(e) remove garbage, refuse or domestic or industrial waste;

(f) cover over, screen, shield or enclose domestic or industrial waste;

(g) remove used motor vehicles stored for the purpose of wrecking or dismantling them or salvaging parts thereof for sale or other disposal.

(2) Where any of the matters or things are removed in accordance with subsection 1, the matters or things may be immediately disposed of by the commissioner.

(3) The city shall recover the expense in doing a matter or thing referred to in subsection 1 by action, or in like manner as municipal taxes.

10. Every owner, lessee or occupant who contravenes any provision of this by-law, is guilty of an offence and liable to a fine of not more than $2,000 upon conviction.

11. By-law No. 68-360, as amended by By-laws Nos. 73-39, 74-105, 74-118, 78-212, 81-218 and 83-13, is repealed.

12. The short title of this by-law is the Waste Materials By-law, 1984.

PASSED this 14th day of February A.D. 1984.

City Clerk

Mayor

(1983) 19 R.P.D.C. 12(a), September 28

CERTIFIED A TRUE COPY

CITY CLERK

FOR ACTION

43b.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 18
COMM FILE: 3-11.2
DEPT FILE: T102-02
ID#0043D (44)

SUBJECT:

Request for Cost Sharing in the Reconstruction of a Retaining Wall, 110 San Francisco Avenue

RECOMMENDATION

That no action be taken on the request to cost-share in the reconstruction of the retaining wall on private property at 110 San Francisco Avenue

G S Spencer

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

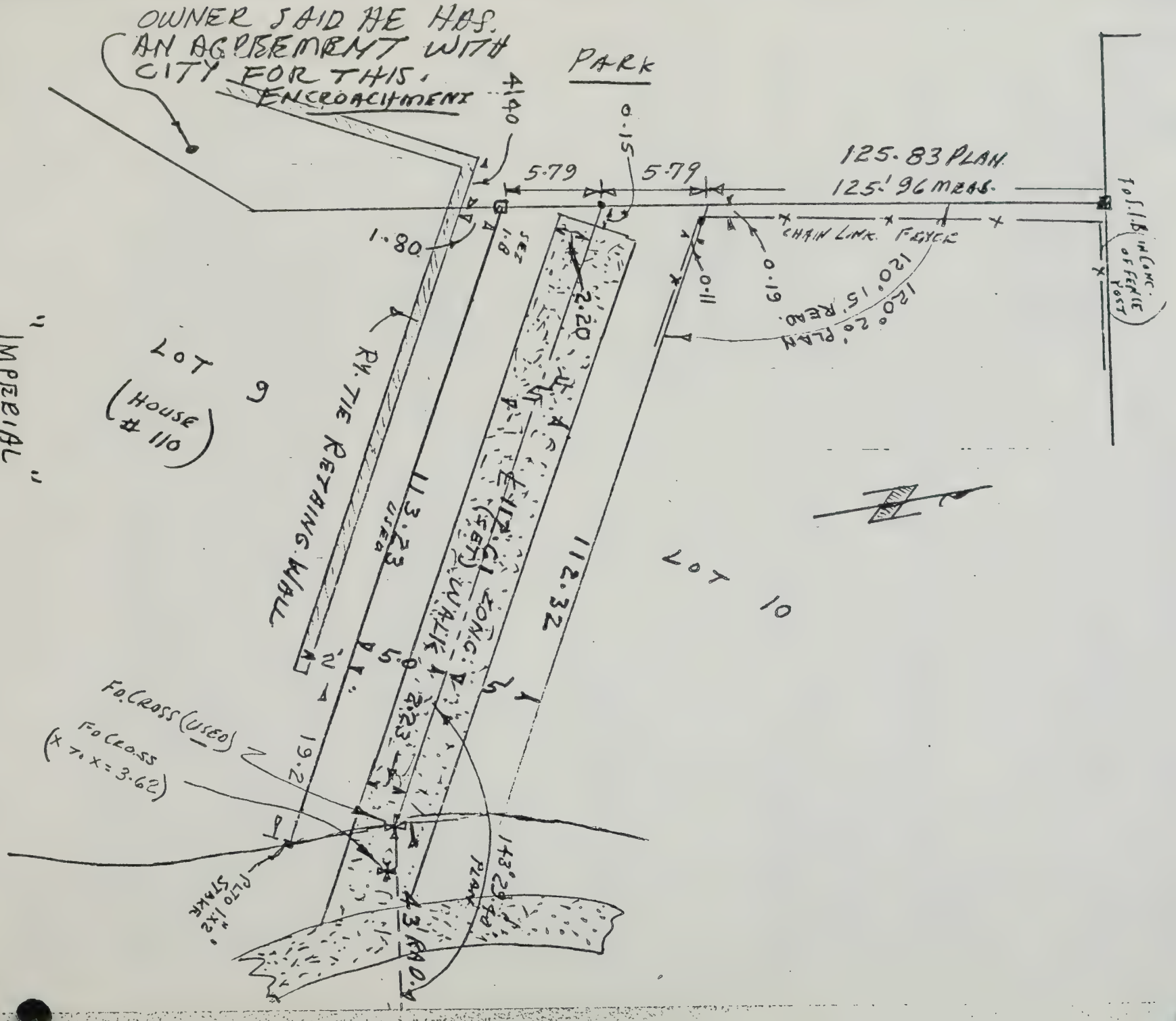
N/A

BACKGROUND

Alderman Murray has asked this department to investigate the request of the owner of 110 San Francisco Avenue to cost-share in the cost of reconstruction of a retaining wall on private property at the location shown on the attached sketch. There is a 10 foot wide public walkway abutting this property.

The subdivision was developed in 1971 as Edmac Estates. The retaining wall may have been constructed by the developer or the homeowner to provide level ground on private property adjacent to the public walkway. The City did not construct or maintain this retaining wall. There is an agreement dated May 31, 1978, between the City and the owner to cover the encroachment of City lands by a portion of an inground pool, a railway tie retaining wall and a wood plank fence. Under the terms of the agreement, the owner is to maintain these structures. Since a portion of the wall is on private property the City should not cost-share in the reconstruction cost.

RPM:clc
attach.


OWNER SAID HE HAS AN AGREEMENT WITH CITY FOR THIS ENCROACHMENT
PARK
4.40
0.15
5.79
5.79
125.83 PLAN
125.96 MEAS.
FO. I.B. IN CONC. OF FENCE POST
CHAIN LINK FENCE
1.80
0.11
0.19
120.15 REAS.
120.20 PLAN
2.20
PT. TILE RETAINING WALL
113.23
113.32
LOT 9
LOT 10
"IMPERIAL"
(HOUSE # 110)
FO. CROSS (USED)
FO CROSS (X 7.1 X = 3.62)
19.2
PLTO STAKE
43.84
43.84 PLAN

FOR INFORMATION

43c.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 15
COMM FILE: TEC-171-88
DEPT FILE: 3-9.5

SUBJECT: No. 447 Herkimer Street - Residential Boulevard Application.

BACKGROUND:

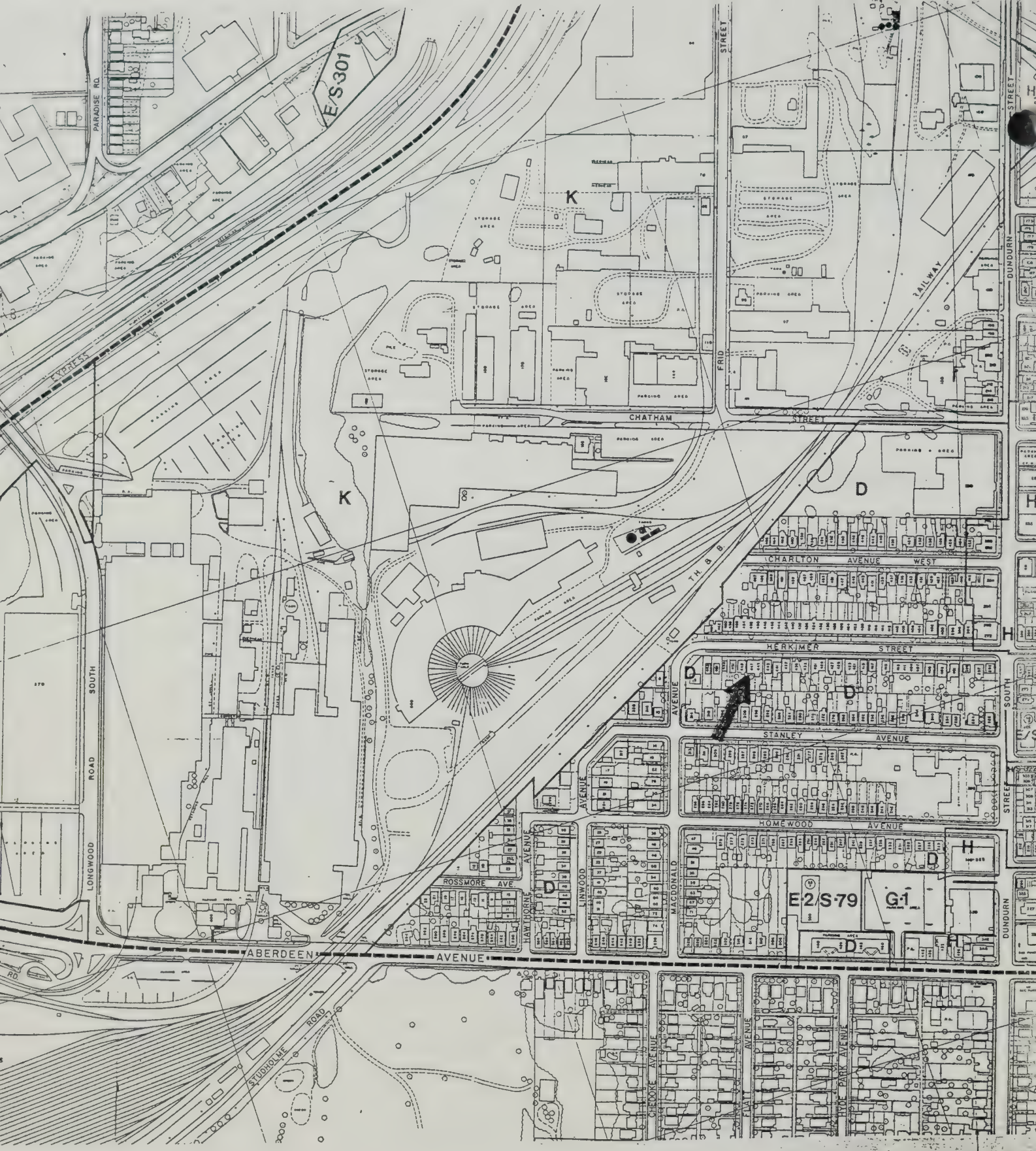
Alderman Terry Cooke has requested that the Transport & Environment Committee consider an application by the resident at No. 447 Herkimer for residential boulevard parking. The application has not been approved by the Traffic Department since the request is to park a vehicle at an angle of approximately 45 degrees to the back of the sidewalk, which is contrary to the Policy respecting boulevard parking for one, two and three family dwellings approved by the City Council on 1984 February 29.

The approved Policy respecting residential boulevard parking does not permit an angled parking space on the city road allowance, but requires that the boulevard parking space be "within the area immediately adjacent to the approved approach ramp". In this particular case, the applicant shares an existing mutual driveway to the rear of her property with the neighbour at No. 449 Herkimer. The application is to allow a vehicle to use the existing driveway approach ramp, drive over the city sidewalk and park on an angle. However, there is sufficient space to allow the installation of another driveway approach and a residential boulevard parking space at 90 degrees to the sidewalk.

The Traffic Department does not support the application since the motorist exiting this parking space will be required to reverse the vehicle on an angle across the city sidewalk and this could result in a hazardous condition for pedestrians since the parking space is at such an angle that a "blind spot" would occur for the driver. Furthermore, from an aesthetic point of view, residents on the opposite side of the street would be required to view almost twice as much of a vehicle parked at an angle on the road allowance.

By parking on the boulevard at 90 degrees and installing another approach ramp, the conflicts with pedestrians would be less hazardous. Also, the installation of a completely separate driveway would eliminate any potential problems which are inherent with mutual driveways.

FOR M.F. MAIN


E/S-301
PARADISE RD.
EXPRESS
CHATHAM
STREET
FRID
STREET
RAILWAY
DUNDURN
STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ROSSMORE AVE
HAWTHORNE AVENUE
LINWOOD AVENUE
MACDONALD AVENUE
CHEDOKE AVENUE
CLAIT AVENUE
HIGH PARK AVENUE
LONGWOOD ROAD SOUTH
ABERDEEN AVENUE
STUDHOLME ROAD
E-2/S-79
G-1
K
D
H
T H & B

43a.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 12
COMM FILE: TEC-108(a)-88
DEPT FILE: 3-9.2

SUBJECT:

Bold Street between Pearl and Ray Streets - Parking Regulations.

RECOMMENDATION:

That the By-law amendment which prohibits parking on the south side of Bold Street between Pearl and Ray Streets be rescinded.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

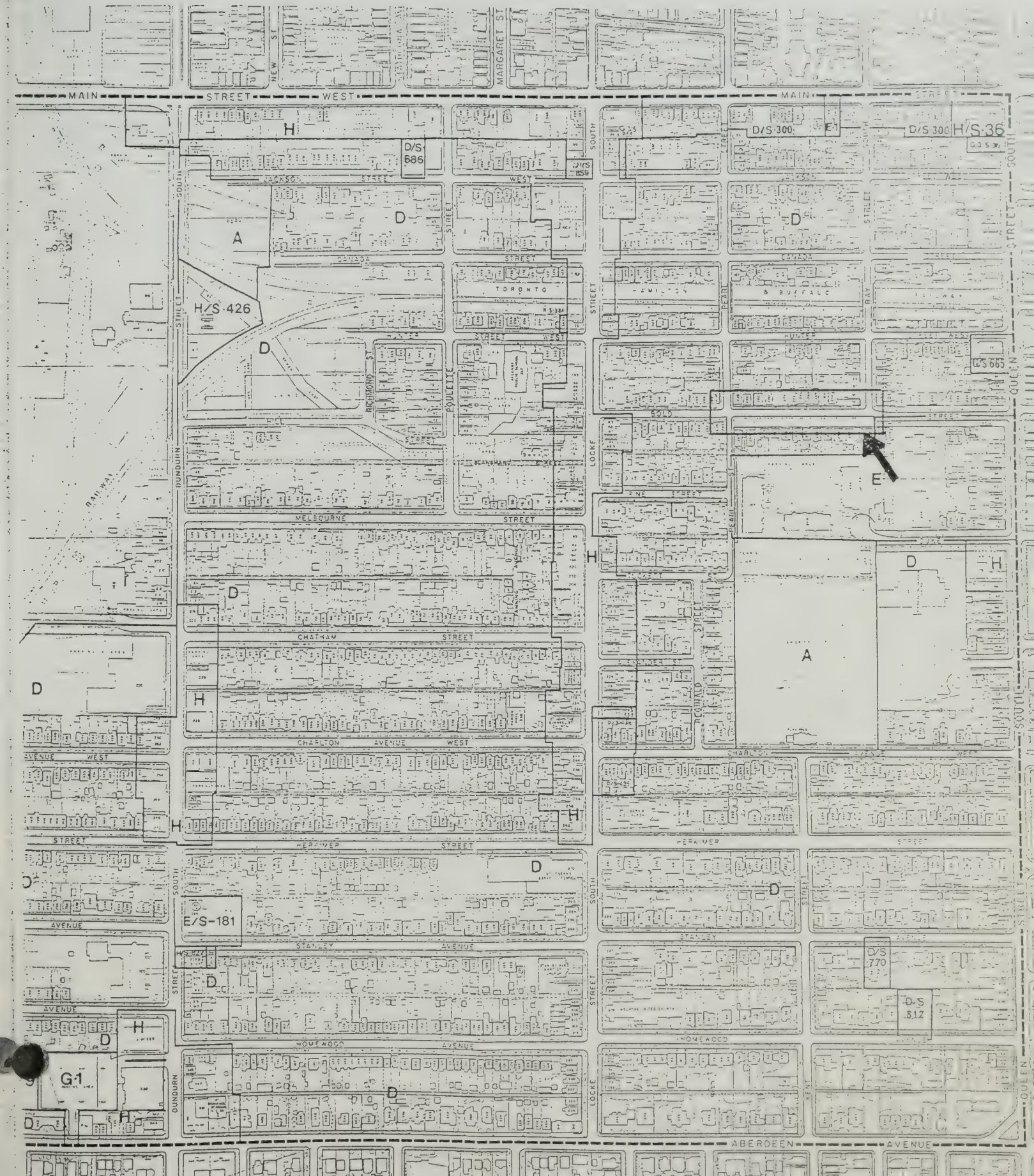
BACKGROUND:

In report TEC-108-88, the Traffic Department reported respecting a petition submitted by Alderman Mary Kiss requesting that parking be prohibited on the south side of Bold in the block between Pearl and Ray. Parking is presently prohibited at all times on the north side of this section of Bold and the Traffic Department considers a parking prohibition on both sides of a local residential street to be over restrictive and unnecessary. However, since the petition was signed by a majority of the abutting residents (57 per cent) the Committee, and subsequently the City Council on 1988 June 28, approved the request to prohibit parking on the south side of the street.

Prior to the erection of the "No Parking" signs, Alderman Terry Cooke forwarded to the Traffic Department a copy of a petition signed by representatives of 17 of the 23 abutting residential properties (74 per cent) including the signatures of 6 of the residents who signed the original petition, requesting that parking be allowed on the south side of Bold between Pearl and Ray. Thus, there is an outstanding By-law amendment which prohibits parking on the south

side of this section of the street.

As previously noted, the Traffic Department considers a parking prohibition on both sides of a local residential street to be over restrictive and since 74 per cent of the abutting residents have now indicated that they wish to continue parking on the south side of the street, the Traffic Department supports the request.


MAIN STREET WEST
MAIN STREET
MARGARET ST
JACKSON STREET WEST
TORONTO STREET
RICHMOND ST
DUNDURN SOUTH
QUEEN STREET SOUTH
LOCKE SOUTH
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN AVENUE
RAILWAY
D/S 686
D/S 859
D/S 300
H/S 36
H/S 426
E/S-181
D/S 770
D/S 812
A
D
E
G 1
H

CA4 ON HBC A05
CSITG

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK

Urban Municipal
Collections
Public Library

L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1988 September 15

URBAN MUNICIPAL

SEP 21 1988

GOVERNMENT DOCUMENTS

N O T I C E O F M E E T I N G

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1988 September 19
2:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

A G E N D A:

1. Minutes of the Monday, 1988 August 22 meeting of the Transport and Environment Committee

MANAGER OF PURCHASING

2. Supply and Delivery of Vehicle Actuated Controllers and Timers, Traffic Department

3. Rental of Snow Removal Equipment and Labour, Public Works Department

CANADIAN FOOTBALL HALL OF FAME
25 YEARS
1963-1988
HAMILTON

DIRECTOR OF PROPERTY

4. Authority to Enter - Ministry of Transportation Former Brampton Landfill Site

5. Sale of Part of Property - 480 Rymal Road West to 100 Main Street East Limited.

6. Land Exchange for Roadway Purposes Barnstown Neighbourhood

7. Purchase of one (1) Foot Reserve from Frank and Lily Waterland

COMMISSIONER OF ENGINEERING

8. Temporary Street Closure - Santa Claus Parade - Saturday, November 19, 1988 (9:45 a.m. to 11:45 a.m.)

9. Construction of an Independent Concrete Sidewalk on the East Side of Lake Avenue between Huckleberry Drive and Delawana Drive, Increase in City's Portion of the Cost

10. **Banner Display Applications**

    (a) Heart and Stroke Foundation - February 6, 1989 to February 13, 1989.

    (b) Metropolitan Hamilton Basketball School - July 24, 1989 to July 31, 1989

    (c) Designer Showcase Organization - May 8, 1989 to May 15, 1989

    (d) Hamilton Junior Chamber of Commerce - January 16, 1989 to January 23, 1989

11. **Inadvertent Encroachment Agreement**

    (a) 183-185 Simcoe Street East

    (b) 7 Devonport Street

    (c) 133 Ferrie Street East

    (d) 70 Earl Street

    (e) 2 Rockwood Place

    (f) 86 East Avenue North

(g) 195 Bold Street

(h) 82 Clyde Street

(i) 37 Francis Street

12. Plan of Subdivision

(a) Wellington Chase - Phase 3, Hamilton

(b) Oakdale Estates - Phase 2, Hamilton

(c) Wellington Chase - Phase 1 - Stage 3

13. Sanexen International - Decontamination of PCB's for Hamilton Hydro

DIRECTOR OF TRAFFIC

14. Intersection Control

(a) Pine Street and Pearl Street

(b) Avondale Avenue and Gertrude Street

(c) Glenhaven Drive and Cranbrook Drive

(d) Skyview Drive at Sundown Drive

(e) Chris Court/Horizon Court and Skyview Drive

(f) Limeridge Road East and Upper Kenilworth Avenue

(g) Sterling and Dalewood/Sterling and Haddon Avenue North (No Copy) - Alderman Cooke (Supplementary Request - Alderman Kiss)

(h) Maple Avenue at Graham Avenue South and Maple Avenue at Wexford Avenue South - Alderman Copps

15. Corner Clearance

(a) East Side of Bay Street South, South of Markland Street

(b) Intersection of Barton Street West and Ray Street North

16. Parking Regulations

(a) South Side of Brucedale Avenue East, east of East 13th Street

(b) East Side of St. Andrew's Drive between the north leg of St. Andrew's Drive and Jennifer Court

(c) Kerr Street between East 44th Street and Greenmeadow Road and East 45th Street between Brucedale Avenue and Kerr Street

(d) Oakland Drive between Kenora Avenue and the north/south leg of Oakland Drive

(e) West side of Proctor Boulevard, north of Dunsmure Road

(f) Depew Street between Gertrude Street and the C.N.R. Railway Tracks

(g) West side of Balmoral Avenue North, south of Barton Street East

(h) North side of Herkimer Street, west of Queen Street South

17. Discharge of Boulevard Parking Agreement - Elk's Shipping Supplies, 271 Kenilworth Avenue North

18. **Request for Loading Zone**

(a) South side of Cambridge Avenue, west of Kenilworth Avenue North

(b) East side of High Street, north of Brucedale Avenue East (School Bus)

19. New Traffic Operation Building

BILLS

20. (a) By-law to Incorporate Block 71, Plan 62M-465 into Twin Crescent

(b) By-law to Incorporate Block 70, Plan 62M-465 into Acadia Drive

DELEGATIONS

21. (a) Request for Angled Driveway - 447 Herkimer Street - Alderman Cooke (No Copy)

(b) Request for deletion of Sidewalks on Fusilier Drive, Dragoon Drive and Corsica Court, Wellington Chase (Phase 3) Subdivision - Mr. William Sinclair

1.

Monday, 1988 August 22
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman T. Murray
Alderman M. Kiss
Alderman G. Copps
Alderman P. Valeriano
Alderman P. Cowell
Alderman D. Agostino

Also present: Alderman D. Ross
Alderman J. Smith
Alderman J. Gallagher
Alderman T. Cooke
Alderman B. Hinkley
Mr. T. Bradley, Manager of Purchasing
Mr. D. Lobo, Public Works Department
Mr. J. Pavelka, Director of Public Works
Mr. G. Lake, Regional Laboratories
Mr. M. Watson, Property Department
Mr. G. Aston, Regional Engineering
Mr. M. Main, Director of Traffic
Ms. B. Price, Safety Council
Mr. S. Dembe, City Clerks Department
Mr. L. Sage, Chief Administrative Officer
Mr. M. Ruckpaul, Westing House
Mr. J. Win, Hamilton-Wentworth Regional Police
Mr. V. Mauceri, Hamilton Street Railway
Mrs. Susan K. Reeder, Acting Secretary
Miss C. Coutts, City Clerks Department

Regrets: Alderman V. Agro

Minutes of the meeting held 1988 May 16 were amended by deleting the words Mrs. Benice Price, Regional Police under the "Also Present" column and replacing them with the words "Ms. Bernice Price, Safety Council."

Minutes of the meeting held 1988 June 20 were amended by changing the word Mr. to Ms. in front of Bernice Price, Safety Council under the "Also Present" column.

It was moved by Alderman Murray and seconded by Alderman Cowell that the minutes of the meetings held 1988 May 16, 1988 June 20 and 1988 July 18 be adopted as amended.

Supply and Delivery of Traffic Signal Heads

The Committee was in receipt of a report dated 1988 August 05 from the Manager of Purchasing respecting Supply and Delivery of Traffic Signal Heads. The Committee approved the following recommendation:

That a purchase order be issued to Fortran Traffic Systems, Scarborough, in the amount of $15 832.58 for the supply and delivery of Traffic Signal Heads, Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of four (4) tenders received. Funds provided in Stock Material, Traffic Signals Account No. 0394-3323.

City Purchase from Hilliard Clark Harnden of Eaglewood Drive

The Committee was in receipt of a report dated 1988 July 14 from the Director of Property respecting a City Purchase from Hilliard Clark Harnden of Eaglewood Drive. The Committee approved the following recommendation:

That the Option to Purchase part of the property known as 1610 and 1620 Upper Gage Avenue executed by Hilliard Clark Harnden on 1988 July 12 and scheduled for closing on or before 1988 October 14, be approved and completed.

NOTE: The subject property is required by the City for the extension of Eaglewood Drive and is composed of part of Lot 7, Concession 8, in the former Township of Barton, now in the City of Hamilton. The subject property contains 356.01 square metres (3,832 square feet) and is shown as Parts 2, 4, 5 and 7 on Reference Plan 62R-9574. The purchase price of $251 reflecting a nominal $1 for the market value of the realty and $250 as an allowance towards legal fees, is to be charged to Account No. 0280-02.

City Purchase from Anderson, In Trust of Eaglewood Drive

The Committee was in receipt of a report dated 1988 July 14 from the Director of Property respecting a City Purchase from Anderson, In Trust of Eaglewood Drive. The Committee approved the following recommendation:

That the Option to Purchase part of the property known as 1614 and 1626 Upper Gage Avenue executed by Helen Ann Anderson on 1988 July 12 and scheduled for closing on or before 1988 October 24, be approved and completed.

NOTE: The subject property is required by the City for the extension of Eaglewood Drive and is composed of part of Lot 7, Concession 8, in the former Township of Barton, now in the City of Hamilton. The subject property contains 151.21 square metres (1,627 square feet) and is shown as Parts 1, 3, 6 and 8 on Reference Plan 62R-9574. The purchase price of $251 reflecting a nominal $1 for the market value of the realty and $250 as an allowance towards legal fees, is to be charged to Account No. 0280-02.

Purchase of Land from 660555 Ontario Ltd. for the Establishment of Rita Avenue

The Committee was in receipt of a report dated 1988 July 28 from the Director of Property respecting the Purchase of Land from 660555 Ontario Ltd., for the Establishment of Rita Avenue. The Committee approved the following recommendation:

That an Option to Purchase a parcel of land for the establishment of Rita Avenue being rear land Upper Gage Avenue executed by 660555 Ontario Ltd. on 1988 July 22nd, and scheduled for closing on or before 1988 October 25th, be approved and completed.

NOTE: The subject property being Parts 1 & 2 on 62R-9553 which is required by the City for roadway purposes to be known as Rita Avenue having a total area of 653.71 square metres (approximately 7036.7 square feet). The purchase price of $2 is to be charged to Account No. 0280-02.

Purchase of Land fror 660555 Ontario Ltd. for the establishment of Royal Vista Drive

The Committee was in receipt of a report dated 1988 July 28 from the Director of Property respecting the Purchase of Land from 660555 Ontario Ltd., for the establishment of Royal Vista Drive. The Committee approved the following recommendations:

(a) That an Option to purchase a parcel of land for the establishment of Royal Vista Drive being part of 1515 Upper Gage Avenue executed by 660555 Ontario Ltd. on 1988 July 22nd, and scheduled for closing on or before 1988 October 25th, be approved and completed, and

(b) That the City of Hamilton accept and approve the Authority to Enter Agreement granted to the City by 660555 Ontario ltd.

NOTE: The subject property being Parts 1, 2 & 3 on 62R-9377 is required by the City for roadway purposes to be known as Royal Vista Drive having a total area of 2,760.70 square metres (approximately 29,717 square feet). The purchase price of $2 is to be charged to Account No. 0280-02.

New Public Works Yarc and Building on Rymal Road

The Committee was in receipt of a report dated 1988 August 12 from the Director of Property respecting the New Public Works Yard and Building on Rymal Road. The Committee approved the following recommendation:

That authorization be given to tender the New Public Works Yard/Building - Rymal Road.

Approval to proceed with development of t Warren Street Public Works Yard

The Committee was in receipt of a report dated 1988 August 12 from the Director of Property respecting the approval to proceed with development of the Warren Street Public Works Yard. General discussion ensued on the present zoning on this property. The Committee approved the following recommendation:

(a) That the City endorse the proposed Draft Plan of Subdivision known as "Wheten Court" for the Warren Street Public Works Yard, and

(b) That the City Solicitor be authorized to proceed with the Land Titles application and to take all steps necessary to proceed with the registration of Wheten Court, and

(c) That the Regional Engineering Department on behalf of the City of Hamilton be authorized to proceed with the design work necessary to implement this plan of subdivision, and

(d) That upon the Public Works Department abandoning this yard:

i. the Engineering Department be authorized to have the services and roads constructed

ii. the Real Estate Division of the Property Department to proceed with demolition of the existing structures located on the site, and;

(e) That all the development costs (services, roads, levies) being approximately $400 000 be charged to Account No. 0280-02 - Reserve for Property Purchases, and;

(f) That upon the eventual sale of the subject lots, the proceeds will be apportioned as follows:

i. actual development cost to be credited to the Reserve for Property Purchases

ii. the balance of the proceeds being approximately $500 000 to $600 000 be credited to the Capital Budget through Project No. 05-051-37278 (the new public works yard on Rymal Road East).

NOTE: City Council on 1987 March 10, approved the construction of the Mountain Public Works Yard on Rymal Road East and the financing of the project on a net basis.

By financing the project on a net basis, the former Warren Street Public Works Yard site would be sold to off-set some of the costs of constructing the new public works site on Rymal Road East.

In order to maximize the profits from the sale of the Warren Street site, the Property Department will be acting as a developer by bringing on a plan of subdivision of single family lots.

The aforementioned recommendation authorizes the necessary approvals required to proceed with the development.

The Rymal Road East site is not expected to be completed until the end of 1989, and in order for the City to be ready for disposal of the Warren Street site, the proposed plan of subdivision must be commenced as soon as possible.

Sale of 332 Magnolia Drive

The Committee was in receipt of a report dated 1988 August 15 from the Director of Property respecting a Sale of 332 Magnolia Drive. The Director of Public Works advised the Committee that this walkway will be completed as soon as possible and the Committee approved the following recommendation:

That an Offer to Purchase 332 Magnolia Drive executed by Glen Arnold Zwicker and Suzanne Ruth Zwicker, on 1988 August 11, be approved and completed.

NOTE: The property to be sold is composed of Lot 42, Plan 178 and the eastern half of Block A, Plan 178, having a frontage along the southerly limits of Magnolia Drive of 11.43 metres (37.54 feet) by a depth of 45.72 metres (150 feet) containing an area of .052 hectares (.129 acres) together with all structures erected thereon and known as Municipal No. 332 Magnolia Drive, along with Schedules "A" and "B" which form a part of the Offer to Purchase for the sale price of $116 000, which is to be credited to Account No. 0408-X95056.

A certified deposit cheque in the amount of $5 000 is being held by the City Treasurer pending Council approval of this transaction.

Authority to enter DeSantis Gardens

The Committee was in receipt of a report date 1988 August 11 from the Director of Property respecting the authority to enter the DeSantis Gardens. The Committee approved the following recommendation:

That an Authority to Enter the property shown as Part 2, on Reference Plan 4377, executed by A. DeSantis on behalf of A. DeSantis Developments Limited, on 1988 July 19, be approved.

NOTE: Subject lands will eventually form part of the road allowance of Greenhill Avenue.

Installation of Banne over Main Street

The Committee was in receipt of a report dated 1988 July 29 from the Director of Public Works respecting the Installation of Banners over Main Street.

It was moved by Alderman Copps and seconded by Alderman Murray and Carried that the following recommendation be approved:

That the fee for installing a banner over Main Street be increased from $125 to $150.

Special Signs for Commonwealth Park/ Redbirds Baseball

The Committee was in receipt of memo dated 1988 August from Mayor R. Morrow respecting special signs for Commonwealth Park/Redbirds Baseball. General discussion ensued and the Committee approved the following recommendation:

That the item dealing with special signs for Commonwealth Park/Redbirds Baseball be referred to the Parks and Recreation Committee.

Construction of Salt Domes

The Committee was in receipt of a report dated 1988 August 08 from the Director of Public Works respecting the Construction of Salt Domes. The Committee approved the following recommendation:

(a) That the Transport and Environment Committee recommend to the Executive Committee, that the following Capital Projects proceed in 1988.

i. construction of an 80' salt dome at the new B.A. Court Yard at the Turner Farm at an estimated cost of $80 000.

ii. the purchase of a TS 150 Terra Saeen Screening Plant (or approved equal) with appropriate modifications at an estimated cost of $72 000

(b) That the Executive Committee be requested to recommend the method of financing.

Garbage Collection Agreement
- 455 Upper Gage Avenue

The Committee was in receipt of a report dated 1988 July 19 from the City Solicitor respecting a Garbage Collection Agreement between Mayfair Apartments at 455 Upper Gage Avenue. The Committee approved the following recommendation:

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and Barney Rosenblatt and Ruco Investments Limited (Mayfair Apartments) for the collection of garbage at 455 Upper Gage Avenue.

NOTE: This Agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be an amount satisfactory to the City Solicitor. The City's Garbage By-law No. 66-182 provides for such collection.

12 Centennial Parkway South

The Committee was in receipt of a report dated 1988 July 12 from the City Solicitor respecting the property known municipally as part of 12 Centennial Parkway South. The Committee approved the following recommendation:

That with respect to the vacant land portion of 12 Centennial Parkway South (measuring approximately 42 sq.ft. x 163 ft.), expropriated by Expropriation Plan 223432 L.T. on 1988 May 06 for highway and municipal purposes (to extend Greenhill Avenue) pursuant to Expropriation By-law 88-74 enacted on 1988 March 08, the City Clerk be authorized and directed to:

(a) Sign and serve Notice in accordance with section 41 of The Expropriation Act that possession of the expropriated land is required; and

(b) Sign and serve Offers of Compensation in accordance with section 25 of The Expropriations Act for the expropriated land as follows:

i.	$13 000	Former Owner:	DiCenzo Construction Company Limited, and Sunshine Construction Inc. c.o.b. as Sunshine Homes
ii.	$1	Tenant:	S & B Farming Ltd.

Closure of the Southerly portion of the Rupert Court Extension

The Committee was in receipt of a report dated 1988 August 15 from the Commissioner of Engineering respecting the closure of the Southerly portion of the Rupert Court extension. The Committee approved the following recommendations:

(a) That the City Solicitor be directed to prepare a By-law to designate Parts 2 and 4 on Plan RA-H-436 with respect to the Rupert Court Extension as a Public Walkway; and

(b) That the City Solicitor be directed to prepare a By-law for the stopping up, closing and sale of a portion of Rupert Court as shown as Part 1 on Plan RA-H-436; and

(c) That the City Clerk be directed to publish a Notice of City Council's intention to pass the By-law to close, pursuant to Section 301 of The Municipal Act, R.S.O. 1980; and

(d) That the Director of Property be directed to proceed with the disposition of the closed lands to the abutting owner to the west for $1; and

(e) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of The Regional Act.

Closure of the East Limit of Road Allowance of Brenda Street

The Committee was in receipt of a report dated 1988 August 08 from the Commissioner of Engineering respecting the Closure of the East Limit of Road Allowance of Brenda Street. The Committee approved the following recommendation:

(a) That the City Solicitor be directed to prepare a By-law for the stopping up, closing and sale of the easterly portion of the road allowance of Brenda Street, east of Eleanor Avenue; and

(b) That the City Clerk be directed to publish a Notice of City Council's intention to pass the By-law, pursuant to Section 301 of The Municipal Act, R.S.O. 1980; and

(c) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners; and

(d) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed street is to be distributed to the abutting owner(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor; and

(e) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of The Regional Act; and

(f) That the City Solicitor make application to the Ministry of the Housing under Section 443(8) of The Municipal Act for approval of the By-law.

Incorporation of Certain Lands - Southpark Avenue

The Committee was in receipt of a report dated 1988 July 20 from the Commissioner of Engineering respecting the Incorporation of Certain City Lands into Southpark Avenue. The Committee approved the following recommendation:

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 20 (0.305 m Reserve) Plan 62M-382 into Southpark Avenue, as shown in heavy outline on Regional Municipality of Hamilton-Wentworth Plan RAH-448 Surveys, attached hereto and marked Appendix "A".

NOTE: The City of Hamilton is the owner of said Block 20 and it is necessary that it be incorporated to provide access to and hook up the two subdivisions shown on the referenced Plan.

Inadvertent Encroachment Agreement - 1565 Rymal Road East

The Committee was in receipt of a report dated 1988 July 12 from the Commissioner of Engineering respecting the Inadvertent Encroachment Agreement for 1565 Rymal Road East. The Committee approved the following recommendation:

That the application of Mr. J. Brown, Solicitor on behalf of the present owner of 1565 Rymal Road East, 683595 Ontario Inc., to retain the inadvertent encroachment consisting of a metal siding garage encroaching onto Pritchard Road by 2.49 m x 5.25 m, be approved during the pleasure of City Council provided:

(a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and

(b) That a first year fee of $125, and subsequent annual fee of $20 be set for this privilege; and

(c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

196 Canada Street

The Committee was in receipt of a report dated 1988 July 25 from the Commissioner of Engineering respecting the Inadvertent Encroachment Agreement for 196 Canada Street. The Committee approved the following recommendation:

That the application of Mr. G. Chertkoff, Solicitor on behalf of the present owner of 196 Canada Street, Claude and Suzanne Dagenais, to retain the inadvertent encroachment consisting of a wood porch and steps measuring 0.67 m x 3.60 m, be approved during the pleasure of City Council provided:

(a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and

(b) That a first year fee of $125, and subsequent annual fee of $20 be set for this privilege; and

(c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

715 Cannon Street East

The Committee was in receipt of a report dated 1988 July 15 from the Commissioner of Engineering respecting the Inadvertent Encroachment Agreement for 715 Cannon Street East. The Committee approved the following recommendation:

That the application of Mr. M. Bartolini, Solicitor on behalf of the present owner of 715 Cannon Street East, Eduardo Genuardi, to retain the inadvertent encroachment consisting of concrete steps measuring 0.03 m x 1.22 m, be approved during the pleasure of City Council provided:

(a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and

(b) That a first year fee of $125, and subsequent annual fee of $20 be set for this privilege; and

(c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

Encroachment Agreemen - 554 James Street North

The Committee was in receipt of a report dated 1988 August 09 from the Commissioner of Engineering respecting the Encroachment Agreement for 554 James Street North. The Committee approved the following recommendation:

That Section 5 of the Fifteenth Report for 1987 of the Transport and Environment Committee, adopted by Council on 1987 October 27 be rescinded.

NOTE: An application for an encroachment agreement was approved by City Council on 1987 October 27. However, after numerous reminders from the Office of the City Solicitor, the applicant failed to return the executed agreements.

Banner Display Application

Hamilton Aids Network for Dialogue and Support

The Committee was in receipt of a report dated 1988 July 14 from the Commissioner of Engineering respecting a Banner Display Application from October 02 1989 to October 09, 1989. The Committee approved the following recommendation:

That the "Hamilton AIDS Network for Dialogue and Support" be permitted to display a promotional banner across Main Street West, in front of City Hall, from 1989 October 02 to 1989 October 09, subject to the policy guidelines and conditions approved by Council on 1985 October 29, 1986 September 30 and 1987 January 13, with the following message:

"AIDS AWARENESS WEEK"
CALL HANDS 528-0537

Mr. Ashton,Regional Engineering Department clarified that a banner is not permitted to be displayed for more than two weeks at a time unless no other organizations have requested banner displays.

NOTE: Alderman Copps wished to be recorded as being apposed to this motion.

Ontario Marketing Productions Limited

The Committee was in receipt of a report dated 1988 July 22 from the Commissioner of Engineering respecting a Banner Display Application for February 27, 1989, to March 06, 1989 and September 18, 1989 to September 25, 1989. The Committee approved the following recommendation:

That the "Ontario Marketing Productions Limited" be permitted to display a promotional banner across Main Street West, in front of City Hall, from 1989 February 27 to 1989 March 06 and 1989 September 18 to 1989 September 25, subject to the policy guidelines and conditions approved by Council on 1985 October 29, 1986 September 30 and 1987 January 13, with the following message:

"HAMILTON HOME SHOW"
March 2-5
Hamilton Convention Centre

and

"HAMILTON HOME IMPROVEMENT SHOW"
September 21-24
Hamilton Convention Centre

NOTE: Alderman Copps wished to be recorded as being opposed to this motion.

Banner Display Application

The Committee was in receipt of a report dated 1988 July 20 from the Commissioner of Engineering respecting a Banner Display Application for May 01, 1989 to May 08, 1989. The Committee approved the following recommendation:

Hamilton Chiropractic Society

That the "Hamilton Chiropractic Society" be permitted to display a promotional banner across Main Street West, in front of City Hall, from 1989 May 01 to 1989 May 08 subject to the policy guidelines and conditions approved by Council on 1985 October 29, 1986 September 30 and 1987 January 13, with the following message:

"SPINAL HEALTH WEEK MAY 1 - 7"
BY THE LOCAL CHIROPRACTIC SOCIETY

NOTE: Alderman Copps wished to be recorded as being opposed to this motion.

The Committee was in receipt of a report dated 1988 July 22 from the Commissioner of Engineering respecting a Banner Display Application for June 05, 1989 to June 12, 1989. The Committee approved the following recommendation:

Big Sisters Association of Hamilton and District Inc.

That the "Big Sisters Association of Hamilton and District Inc." be permitted to display a promotional banner across Main Street West, in front of City Hall, from 1989 June 05 to 1989 June 12 subject to the policy guidelines and conditions approved by Council on 1985 October 29, 1986 September 30 and 1987 January 13, with the following message:

"BIG SISTERS ASSOCIATION OF HAMILTON
AND DISTRICT INC." 'LOGO'

NOTE: Alderman Copps wished to be recorded as being opposed to this motion.

The Committee was in receipt of a report dated 1988 July 25 from the Commissioner of Engineering respecting a Banner Display Application for December 19, 1988 to to December 26, 1988 and January 9, 1989 to January 16, 1989. The Committee approved the following recommendation:

91st Highlanders Athletic Association

That the "91st Highlanders Athletic Association" be permitted to display a promotional banner across Main Street West, in front of City Hall, from 1988 December 19 to 1988 December 26, and from 1989 January 09 to 1989 January 16, subject to the policy guidelines and conditions approved by City Council on 1985 October 29, 1986 September 30 and 1987 January 13, with the following message:

"HAMILTON SPECTATOR INDOOR GAMES"
COPPS COLISEUM, JANUARY 13, 1989 - 7:15 P.M.

NOTE: Alderman Copps wished to be recorded as being opposed to this motion.

Plan of Sudivision for Abbey Hill Farm Phase 1

The Committee was in receipt of a report dated 1988 August 09 from the Commissioner of Engineering respecting the Plan of Subdivision for "Abbey Hill Farm Phase 1". The Committee approved the following recommendation:

(a) That the submitted schedules for the estimated cost of services in "Abbey Hill Farm - Phase 1", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement; and

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered; and

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing, that he enters into a Standard Agreement for Pre-Servicing; and

(d) That the City's Share of the cost of services for the development ($355 832) be approved, and that the Executive Committee recommend the source of funding for this project.

Plan of Subdivision for Redhill Manor - No. 2

The Committee was in receipt of a report dated 1988 August 09 from the Commissioner of Engineering respecting the Plan of Subdivision for "Redhill Manor - No. 2". The Committee approved the following recommendation:

(a) That the submitted schedules for the estimated cost of services in "Red Hill Manor - No. 2", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement; and

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered; and

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and

(d) That the City's Share of the cost of services for the development ($21 034.72) be approved, and that the Executive Committee recommend the source of funding for this project.

(e) That the City Solicitor be authorized and directed to prepare appropriate By-law(s) to incorporate Block "C", Registered Plan 1437 into the Montmorency Court road allowance; and Block "D", Registered Plan 1437, and Block 31, Plan 62M-393 into the Montmorency Drive road allowance. The said By-law(s) for these lands is (are) to be registered following the registration of the plan of subdivision for "Red Hill Manor - No. 2", Hamilton.

Plan of Subdivision for Lillian Heights - Phase 1

The Committee was in receipt of a report dated 1988 August 11 from the Commissioner of Engineering respecting the Plan of Subdivision for "Lillian Heights - Phase 1". The Committee approved the following recommendation:

(a) That the submitted schedules for the estimated cost of services in "Lillian Heights - Phase 1", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement; and

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered; and

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and

(d) That the City's Share of the cost of services for the development ($156 260) be approved, and that the Executive Committee recommend the source of funding for this project.

Plan of Subdivision for Templemead No. 1 Survey - Phase 2

The Committee was in receipt of a report dated 1988 August 12 from the Commissioner of Engineering respecting the Plan of Subdivision for "Templemead No. 1 Survey - Phase 2". The Committee approved the following recommendation:

(a) That the submitted schedules for the estimated cost of services in "Templemead No. 1 Survey - Phase 2", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement; and

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered; and

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and

(d) That the City's Share of the cost of services for the development ($318 383) be approved, and that the Executive Committee recommend the source of funding for this project; and

(e) That the City Solicitor be authorized and directed to prepare appropriate By-law(s) to incorporate the following Parts into the respective noted road allowances:

i. Part 4, Plan 62R-9557 - into the Templemead Drive road allowance

ii. Part 1, Plan 62R-9557 - into the Mount Pleasant Drive road allowance

iii. Part 1, Plan 62R-9471 - into the Templemead Drive road allowance

iv. Part 1, Plan 62R-9553 - into the Rita Avenue road allowance

v. 0.3 m Reserves - Blocks 51 and 53, Plan 62M-484 - into the Templemead Drive road allowance

vi. 0.3 m Reserves - Parts 13, 15, and 16, Plan 62R-9377 - into the Templemead Drive and Royalvista Drive road allowances

vii. 0.3 m Reserve - Block 20, Plan 62M-505 - into the Templemead Drive road allowance; and

(f) That said By-law(s) for these lands is(are) to be registered following the registration of the Plan of Subdivision for "Templemead No. 1 Survey - Phase 2", Hamilton.

Plan of Subdivision for Bentwood Place

The Committee was in receipt of a report dated 1988 August 12 from the Commissioner of Engineering respecting the Plan of Subdivision for "Bentwood Place". The Committee approved the following recommendation:

(a) That the submitted schedules for the estimated cost of services in "Bentwood Place", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement; and

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered; and

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and

(d) That the City's Share of the cost of services for the development ($55 342) be approved, and that the Executive Committee recommend the source of funding for this project; and

(e) That the Final Plan of Subdivision for "Bentwood Place" not be released for registration until the Final Plan of Subdivision for "Templemead No. 1 Survey - Phase 2" has been registered.

Plan of Subdivision for Highridge Hills - Stage 1

The Committee was in receipt of a report dated 1988 August 11 from the Commissioner of Engineering respecting the Plan of Subdivision for "Highridge Hills - Stage 1". The Committee approved the following recommendation:

(a) That the submitted schedules for the estimated cost of services in "Highridge Hills - Stage 1", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement; and

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered; and

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and

(d) That the City's Share of the cost of services for the development ($160 752.61) be approved, and that the Executive Committee recommend the source of funding for this project; and

(e) That the City Solicitor be directed to apply to the Regional Municipality of Hamilton-Wentworth for approval to establish Atherley Drive pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act.

Plan of Subdivision for Oakdale Estates - Phase 1

The Committee was in receipt of a report dated 1988 August 11 from the Commissioner of Engineering respecting the Plan of Subdivision for "Oakdale Estates - Phase 1". The Committee approved the following recommendation.

(a) That the submitted schedules for the estimated cost of services in "Oakdale Estates - Phase 1", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement; and

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered; and

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and

(d) That the City's Share of the cost of services for the development ($208 713.24) be approved, and that the Executive Committee recommend the source of funding for this project; and

(e) That the City Solicitor be authorized and directed to prepare a By-law to incorporate the 0.3m Reserve, Block 123 on Plan 62M-516, into Brigade Drive. The said By-law for this parcel of land is to be registered following the registration of the Plan of Subdivision for "Oakdale Estates - Phase 1", Hamilton.

Land Severance Application for Leggett Crescent

The Committee was in receipt of a report dated 1988 August 12 from the Commissioner of Engineering respecting Land Severance Application H-161 and 162-84 for Leggett Crescent. The Committee approved the following recommendation:

(a) That the submitted schedules for the estimated cost of services on "Leggett Crescent", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement; and

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Modified Subdivision Agreement between the City of Hamilton and the Owner; and

(c) That the approval of the above clauses be subject to the condition that no work be commenced until the Modified Subdivision Agreement has been registered; and

(d) That in the event the Subdivider wishes to proceed prior to the registration of the Modified Subdivision Agreement, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and

(e) That the City's Share of the cost of services for the development ($12 910) be approved, and that the Executive Committee recommend the source of funding for this project; and

(f) That the City Solicitor be authorized and directed to prepare the appropriate By-law(s) to incorporate Part "5", on Reference Plan No. 62R-4626 and Block "10", Plan 62M-412, into the Leggett Crescent road allowance.

Discussion ensued and the Committee recommended the following:

That staff investigate and determine if the City is eligible for funding from the Hamilton Region Conservation Authority for Storm Water/Channel Improvement and report back at the next meeting.

PPM Canada Inc.

The Committee was in receipt of a report dated 1988 August 12 from the Commissioner of Engineering respecting PPM Canada Inc. to carry out PCB Decontamination at the Columbian Chemicals facility located at 755 Parkdale Avenue North in Hamilton. The Committee discussed the recommendation to waive the 30 day notification period after a Site Certificate of Approval is issued. Mr. Harold Ruckpaul of Westinghouse informed the Committee that the 30 day notification period will have passed by the time this recommendation is passed by Council. The Committee approved the following recommendation:

That the Local Approvals Branch of the Ontario Ministry of the Environment be informed that:

(a) The City of Hamilton has no objection to the proposed work being carried out, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-laws are complied with fully; and

(b) The 30 day notification period that is normally required after a Site Certificate of Approval is issued be waived so that the proposed work can be carried out as scheduled.

NOTE: Alderman Copps wished to be recorded as being opposed to this motion.

Closure and Sale of Gosford Drive

The Committee was in receipt of a report dated 1988 August 15 from the Commissioner of Engineering respecting the Closure and Sale of Gosford Drive to the abutting town house at market value.

Discussion ensued on the purpose of this report as Alderman Ross informed the Committee of a 1988 June 12 Council Resolution dealing with the closure of the road which reads as follows:

That the Sale of Gosford Drive be delayed until the Freeway Steering Committee has an opportunity at its next meeting to investigate and report back to the Transport and Environment Committee with a recommendation which would accommodate the re-opening of Gosford Drive to Gilchrest in the Gurnett Neighbourhood.

Mr. Hanavich a builder of ten (10) homes in that area spoke on this issue and informed the Committee of the Traffic Congestion that occurs on this road.

The Committee reconfirmed Council's resolution and recommended that the Director of Engineering and the Director of Traffic be notified that Gosford Drive be opened.

The Committee further recommended the following:

That staff be directed to investigate alternative accesses onto Gosford Drive.

Vacant Subdivision Land of DiCenzo Construction Company Limited on Monte Drive and Pavarotti Court

The Committee was in receipt of a memo dated 1988 July 15 from the Mr. P. Hooker, City Solicitor's Department to Mr. P. Kuppe, Building Commissioner respecting Vacant Subdivision Lands of DiCenzo Construction Company Limited on Monte Drive and Pavarotti Court.

Mr. J. Anderson, 58 Monte Drive, Mrs. L. Beaver, 26 Monte Drive, Mrs. S. Corcione, 3 Pavarotti Court, Mr. L. Bevilacqua, 31 Pavarotti Court, Mr. G. Watson, 54 Monte Drive, and Mrs. A Kusyk, 36 Monte Drive, appeared before the Committee to discuss the vacant Subdivision Lands of DiCenzo Construction Company Limited.

General discussion ensued and it was moved by Alderman Agostino and seconded by Alderman Valeriano and carried as follows:

That the City's Building Department issue an order to comply and that the dirt be removed and the appropriate fencing be placed around the property.

Cost Sharing in the reconstruction of a retaining wall - 110 San Francisco Avenue

The Committee was in receipt of a report dated 1988 August 18 from the Commissioner of Engineering respecting the request for Cost Sharing in the reconstruction of a retaining wall at 110 San Francisco Avenue. Mr. H. Savelli appeared before the Committee requesting financial assistance from the City in reconstructing the retaining wall on his property.

General discussion ensued and it was moved by Alderman Murray seconded by Alderman Kiss and carrried as follows:

That the City share equally in the cost in the reconstruction of the retaining wall on private property at 110 San Francisco Avenue.

Residential Boulevard Application - 447 Herkimer Street

The Committee was in receipt of a report dated 1988 August 15 from the Director of Traffic Services respecting a Residential Boulevard Application for 447 Herkimer Street.

The Committee agreed to table this item until the next Transport and Environment Committee meeting.

Parking Regulations - Bold Street between Pearl and Ray Streets

The Committee was in receipt of a report dated 1988 August 12 from the Director of Traffic Services respecting Parking Regulations on Bold Street between Pearl and Ray Streets.

Mr. C. Muldoon, 268 Bold Street, Mr. M Azarri, 280 Bold Street and Mrs. L. Turner, 271 Bold Street appeared before the Committee.

The Committee approved the following recommendation:

That the By-law amendment which prohibits parking on the South side of Bold Street between Pearl and Ray Streets be rescinded.

Rexford Drive Road Allowance

The Committee was in receipt of a report dated 1988 August 15 from the Commissioner of Engineering respecting reimbursement for excess lands for incorporation into the Rexford Drive Road Allowance.

The Committee approved the following recommendation:

That the City of Hamilton pay to Mr. Frank Toth, the sum of $6 480, being the value of those excess lands being dedicated to the City for Rexford Drive road allowance purposes. Payment is to be made after the City receives a duplicate registered copy of the Deed for the subject lands.

NOTE: Parts "11" and "12", Plan 62R-9500 are being transferred to the City as a condition of a Modified Subdivision Agreement and the approval for Land Severance Applications H-39 to 42-88. The amount of lands being transferred exceed one-half the width of a standard road allowance, which is the maximum amount of lands which a Developer is required to dedicate to a Municipality under the Planning Act.

Temporary Street Closure - Mary Street, Walnu Street and Ferguso Avenue for the One Day Streetfest

The Committee was in receipt of a report dated 1988 August 18 from the Commissioner of Engineering respecting the Temporary Street Closures of Mary Street, Walnut Street and Ferguson Avenue for the One Day StreetFest, on Saturday, 1988 September 24. The Committee approved the following recommendation:

That the application of Jacqui Rotterman on behalf of the International Village B.I.A. (205 Hunter Street West, Suite 806, Hamilton, L8P 1R8) to close the following Streets;

(a) Mary Street from King Street to King William Street

(b) Walnut Street from King William Street to Main Street

(c) Ferguson Avenue from King William Street to just north of the municipal parking lot of Main Street

in order to hold a one day Streetfest on Saturday, 1988 September 24, from 8:00 a.m. to 6:00 p.m., be approved during the pleasure of Council provided:

i. That all signing and barricading will be subject to the direction of the Regional Police Department and at no cost to the City.

ii. That clean-up will be carried out immediately before the re-opening of the road at no cost to the City.

iii. That the organizing group provide proof of $1 000 000 public liability insurance naming the City as an added insured party with a provision for cross liability and holds the City harmless from all actions, interests, claims, demands, costs, damages, expenses and loss.

iv. That the organizing group reimburse the Regional Police Department and the Department of Public Works for any extra costs incurred by these agencies.

v. That no property owner within the barricaded area will be denied access to their property upon request.

vi. That the organizing group ensure that suitable detour arrangements will be available during the duration of the Closure

Loading Zone
- Southside of Mulberry Street, east of McNab Street North

The Committee was in receipt of a report dated 1988 August 10 from the Director of Traffic Services respecting the Extension of a Loading Zone on the Southside of Mulberry Street, east of McNab Street North. The Committee approved the following recommendation:

(a) That the existing "No Parking - Loading Only, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Mulberry Street commencing at a point 40 feet east of MacNab Street North and extending to a point 25 feet easterly therefrom be extended, such that the regulation commences at a point 40 feet east of MacNab Street North and extends to a point 42 feet easterly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Request for Wheelchair Loading Zone
- South Side of Guise Street East of James Street North

The Committee was in receipt of a report dated 1988 August 12 from the Director of Traffic Services respecting the request for a Wheelchair Loading Zone on the South side of Guise Street East of James Street North. The Committee approved the following recommendation:

(a) That a "No Stopping, Wheelchair Loading Only", regulation be implemented on the south side of Guise Street commencing at a point 80 feet east of James Street North and extending to a point 31 feet easterly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

School Bus Loading Zone
- East side of Hummingbird Lane, south of Bobolink Road

The Committee was in receipt of a report dated 1988 July 14 from the Director of Traffic Services respecting the request for a School Bus Loading Zone on the east side of Hummingbird Lane, south of Bobolink Road. The Committee approved the following recommendation:

(a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Hummingbird Lane, commencing at a point 542 feet south of the south curb line of Bobolink Road and extending to a point 80 feet southerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Corner Clearance
- East of Thorndale Avenue North, north of Main Street West

The Committee was in receipt of a report dated 1988 August 08 from the Director of Traffic Services respecting the Corner Clearance of the east of Thorndale Avenue North, north of Main Street West.

General discussion ensued and the Committee approved the following recommendation:

(a) That a stopping prohibition be implemented on both sides of Thorndale Avenue between Main Street West and a point 50 feet northerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Extension of a Corner Clearance - East side of David Avenue, south of South Bend Road

The Committee was in receipt of a report dated 1988 August 12 from the Director of Traffic Services respecting the Extension of a Corner Clearance on the East side of David Avenue, south of South Bend Road. The Committee approved the following recommendation:

(a) That the existing parking prohibition on the east side of David Avenue between South Bend Road and a point 90 feet southerly therefrom be lengthened, such that the regulation extends to a point 171 feet southerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Neighbourhood Watch Program - Anslie Wood Neighbourhood

The Committee was in receipt of a report dated 1988 July 18 from the Director of Traffic Services respecting a Neighbourhood Watch Program for the Anslie Wood, Anslie Wood North, Anslie Wood East and Anslie Wood West Neighbourhood. The Committee approved the following recommendation:

(a) That the Anslie Wood, Anslie Wood North, Anslie Wood East and Anslie Wood West Neighbourhoods be designated as Neighbourhood Watch Areas; and

(b) That Neighbourhood Watch signs for Anslie Wood, Anslie Wood North, Anslie Wood East and Anslie Wood West Neighbourhoods be erected and maintained by the City Traffic Department, as long as these neighbourhoods maintain an active neighbourhood Watch Program as determined by the Regional Police Department; and

(c) That the necessary funds be charged to Account No. 0345-0560 (Neighbourhood Watch Program).

School Traffic Office - Intersection of Barton East and Nas Road North

The Committee was in receipt of a report dated 1988 August 17 from the Director of Traffic Services respecting a request for a School Traffic Officer at the Intersection of Barton Street East and Nash Road North. The Committee approved the following recommendation:

That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department;

(a) That a School Traffic Officer be assigned to the intersection of Barton Street East and Nash Road North; and

(b) That contrary to the City Council directive of 1988 June 28 which directs that new unbudgeted programs be financed from within the departmental budgets, the Finance Committee be requested to recommend a method of financing $1 750 to cover the cost of assigning a School Traffic Officer to this location for the remainder of 1988.

School Traffic Officer
- Intersection of Woodward Avenue and Brampton Street

The Committee was in receipt of a report dated 1988 August 18 from the Director of Traffic Services respecting the request for a School Traffic Officer at the Intersection of Woodward Avenue and Brampton Street. The Committee approved the following recommendation:

That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department;

(a) That a School Traffic Officer be assigned to Woodward Avenue in front of the entrance to Woodward Avenue School; and

(b) That contrary to the City Council directive of 1988 June 28 which directs that new unbudgeted programs be financed from within the departmental budgets, the Finance Committee be requested to recommend a method of financing $1 750 to cover the cost of assigning a School Traffic Officer to this location for the remainder of 1988.

Loading Zone
- West Side of Locke Street South, south of Canada Street

The Committee was in receipt of a report dated 1988 July 14 from the Director of Traffic Services respecting the request for a Loading Zone on the West Side of Locke Street South, south of Canada Street. The Committee approved the following recommendation:

(a) That a parking prohibition be implemented on the west side of Locke Street South commencing at a point 42 feet south of Canada Street and extending to a point 22 feet southerly therefrom; and,

(b) That the existing "No Parking - Loading Only" regulation on the south side of Canada Street commencing at a point 25 feet west of Locke Street South and extending to a point 22 feet westerly therefrom be rescinded; and

(c) That City Traffic By-law 66-100 be amended accordingly.

Loading Zone
- South Side of Colbourne Street, West of James Street North

The Committee was in receipt of a report dated 1988 July 18 from the Director of Traffic Services respecting a request for a Loading Zone on the South side of Colbourne Street, West of James Street North. The Committee approved the following recommendation:

(a) That a parking prohibition be implemented on the south side of Colbourne Street between James Street North and a point 82 feet westerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Discharge of Residential Boulevard Parking Agreement
- 80 Sanford Avenue South

The Committee was in receipt of a report dated 1988 August 12 from the Director of Traffic Services respecting the Discharge of a Residential Boulevard Parking Agreement on 80 Sanford Avenue South. The Committee approved the following recommendation.

(a) That the existing residential boulevard parking agreement between the City and Mr. Samuel Vrantsis, registered as Instrument No. 170545 C.D. to the property at 80 Sanford Avenue South, be discharged at the property owner's expense; and,

(b) That the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement.

Application to lease a portion of the Boulevard of Fullert Avenue

The Committee was in receipt of a report dated 1988 August 12 from the Director of Traffic Services respecting an Application to lease a portion of the Boulevard of Fullerton Avenue adjacent to Nos. 583-587 Barton Street East. The Committee approved the following recommendation:

That the application by Tien Nguyen to lease a portion of the boulevard of Fullerton Avenue adjacent to Nos. 583-587 Barton Street East be approved, provided that:

(a) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is $100 per year) plus taxes, if any, in addition to the $10 encroachment insurance charge approved by City Council on 1984 February 14.

(b) the owner pays a one time $25 registration fee, as approved by City Council on 1986 January 14.

(c) the owner pays a one time $150 processing fee, as approved by City Council on 1988 January 12.

(d) the owner complies with the requirements as set out in the policy approved by City Council on 1975 June 24th, respecting using a portion of road allowance for parking purposes.

(e) the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.

(f) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Bus Stop Relocation - East Side of Ambrose Avenue, south of Veevers Drive

The Committee was in receipt of a report dated 1988 July 18 from the Director of Traffic Services respecting the Bus Stop Relocation on the East Side of Ambrose Avenue, South of Veevers Drive. The Committee approved the following recommendation:

That in accordance with the request of the Hamilton Street Railway Company, the following bus stop relocation be approved:

(a) Nash Route - Northbound - Delete - Ambrose Avenue at Greenhill (F/S)

- Add - Ambrose At Veevers Drive (N/S)

(b) That City Traffic By-law 66-100 be amended accordingly.

Bus Stop Relocation
- Rosedale Avenue at Dumbarton Avenue

As an added item, the Committee was in receipt of a report dated 1988 August 22 from the Director of Traffic Services respecting a Bus Stop Relocation on Rosedale Avenue at Dumbarton Avenue. Part (a) of the recommendation was amended by deleting the words "delete - Rosedale at Dundonald". The Committee approved the following recommendation as amended:

That in accordance with the request of the Hamilton Street Railway Company, the following bus stop relocation be approved for the Delaware Main West route:

(a) Delaware - Main West - Add - Rosedale at Dumbarton

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations
- South Side of Macallum Street, West of Wentworth Street North

The Committee was in receipt of a report dated 1988 August 12 from the Director of Traffic Services respecting Parking Regulations on the south side of Macallum Street, West of Wentworth Street North. The Committee approved the following recommendation:

(a) That a "No Parking, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the south side of Macallum Street commencing at a point 337 feet west of Wentworth Street North and extending to a point 20 feet westerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations
- West Side of Park Street North between Barton Street and Colbourne Street

The Committee was in receipt of a report dated 1988 August 12 from the Director of Traffic Services respecting Parking Regulations on the West side Park Street North between Barton Street Colbourne Street. The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Park Street North between Barton Street West and Colbourne Street; and

(b) The Director of Traffic Services be authorized to issue one parking permit to each of the first seven applicants residing in the Park Street North block and any additional permits (to a maximum of seven) on a first come first served basis; and

(c) That a "No Parking Anytime" regulation be implemented on the east side of Park Street commencing at Barton Street West and extending to Colbourne Street; and

(d) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations
- East 35th Street between Concession Street and Crockett Street

The Committee was in receipt of a report dated 1988 August 09 from the Director of Traffic Services respecting Parking Regulations on East 35th Street between Concession Street and Crockett Street. The Committee approved the following recommendation:

(a) That in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of East 35th Street between Concession Street and Crockett Street; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - Charlton Avenue We between Locke and Dundurn Streets

The Committee was in receipt of a report dated 1988 August 12 from the Director of Traffic Services respecting Parking Regulations on Charlton Avenue West between Locke and Dundurn Streets. The Committee approved the following recommendation:

(a) That, in accordance with the City Council directive of 1988 July 26th, the parking regulations on Charlton Avenue West between Locke and Dundurn Streets be "staggered" such that:

i. parking is prohibited on the south side between Locke Street and a point 596 feet westerly therefrom;

ii. parking is prohibited on the north side from a point 505 feet west of Locke Street to Dundurn Street;

iii. unrestricted parking is allowed for the remainder of the block.

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - in the vicinity of Churchill Park

The Committee was in receipt of a report dated 1988 August 12 from the Director of Traffic Services respecting Parking Regulations on Streets in the vicinity of Churchill Park. The Committee approved the following recommendation:

(a) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Glen Road between Bond Street North and Parkside Drive be replaced with a full-time parking prohibition; and

(b) That a full time parking prohibition be implemented on the north side of Franklin Avenue between the north and south legs of Parkview Drive; and

(c) That a full-time parking prohibition be implemented on the east and south sides of Parkview Drive between Franklin Avenue and Bond Street North; and

(d) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - Southside of Inverness Avenue

The Committee was in receipt of a report dated 1988 August 17 from the Director of Traffic Services respecting Parking Regulations on the Southside of Inverness Avenue, West of Upper Wentworth Street. The Committee approved the following recommendation:

(a) That a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Inverness Avenue between Upper Wentworth Street and a point 148 feet westerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control - Duff Court and Duff Street and West 2nd Street

The Committee was in receipt of a report dated 1988 August 11 from the Director of Traffic Services respecting Intersection Control at the Intersection of Duff Court and Duff Street and West 2nd Street. The Committee approved the following recommendation:

(a) That southbound traffic on Duff Court be required to stop for westbound traffic on Duff Street and northbound traffic on West 2nd Street; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control - Glenayr Street and Greenshire Drive

The Committee was in receipt of a report dated 1988 August 11 from the Director of Traffic Services respecting Intersection Control at the Intersection of Glenayr Street and Greenshire Drive. The Committee approved the following recommendation:

(a) That northbound traffic on Glenayr Street be required to stop for eastbound and westbound traffic on Greenshire Drive; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control - Anthony Street and Firenze Street

The Committee was in receipt of a report dated 1988 August 09 from the Director of Traffic Services respecting Intersection Control at the Intersection of Anthony Street and Firenze Street. The Committee approved the following recommendation:

(a) That southbound traffic on Firenze Street be required to stop for eastbound and westbound traffic on Anthony Street; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control - Monte Drive and Vienna Street

The Committee was in receipt of a report dated 1988 August 10 from the Director of Traffic Services respecting Intersection Control at the Intersection of Monte Drive and Vienna Street. The Committee approved the following recommendation:

(a) That a stop sign be erected to require that northbound traffic on Monte Drive be required to stop for eastbound and westbound traffic on Vienna Street; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control - Brucedale Avenue and East 16th Street

The Committee was in receipt of a report dated 1988 August 10 from the Director of Traffic Services respecting Intersection Control at the Intersection of Brucedale Avenue and East 16th Street. The Committee approved the following recommendation:

(a) That the existing one-way stop be replaced with a three-way stop at the intersection of Brucedale Avenue and East 16th Street such that eastbound and westbound traffic on Brucedale Avenue be required to stop at East 16th Street; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control - Dover Drive and Catalina Drive

The Committee was in receipt of a report dated 1988 July 27 from the Director of Traffic Services respecting the Intersection Control at the Intersection of Dover Drive and Catalina Drive. The Committee approved the following recommendation:

(a) That three-way stop control be implemented at the intersection of Dover Drive and Catalina Drive: and

(b) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control - Lake Avenue and Delawana Drive

The Committee was in receipt of a report dated 1988 August 15 from the Director of Traffic Services respecting Intersection Control at the Intersection of Lake Avenue and Delawana Drive.

General discussion ensued and the Committee approved the following recommendation:

That no action be taken on the request for three-way stop control at the intersection of Lake Avenue and Delawana Drive subject to it not being a four lane road.

Relocation of a Bell Canada Pole at 20 Tracey Place

The Committee was in receipt of a report dated 1988 August 18 from the Commissioner of Engineering respecting the Relocation of a Bell Canada Pole at 20 Tracey Place. The Committee approved the following recommendation:

That the Bell Canada Pole in front of 20 Tracey Place be relocated.

Yeas - Aldermen Copps, Agostino, Kiss, Valeriano

Nays - Aldermen Merling, Cowell

Abstained - Alderman Murray

By-law to Incorporate Parts 1 and 4, Plan 62R-7802 into Eva Street

The Committee was in receipt of a report dated 1988 July 27 from the City Solicitor respecting a By-law to incorporate Parts 1 and 4, Plan 62R-7802 into Eva Street. The Committee approved the following recommendation.

That City Council enact the attached by-law on August 30, 1988 in accordance with the authorization contained in the 7th Report of the Transport and Environment Committee, Item 22, adopted by City Council on April 26, 1988.

Adjournment

There being no further business the meeting then adjourned.

TAKEN AS READ AND APPROVED.

Susan K. Reeder,
Acting Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

FOR ACTION

2.

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1988 September 1
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY & DELIVERY OF VEHICLE ACTUATED CONTROLLERS & TIMERS, TRAFFIC DEPARTMENT

RECOMMENDATION
That a purchase order be issued to Econolite Canada Inc., Scarborough in the amount of $25,867.19 for the supply and delivery of Vehicle Actuated Controllers & Timers for the Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of three (3) tenders received. Funds provided in Stock Materials-Signals Account #0394-3323.

As there is a long lead time for these controllers, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND-Tender Analysis

Econolite Canada Inc., Scarborough	$25,867.19
Tacel Ltd., Toronto	26,159.25
Fortran Traffic Systems Ltd., Scarborough	28,936.83

E. Lanthier for CAO Sept 2/88

FOR ACTION

3.

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1988 September 6
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: RENTAL OF SNOW REMOVAL EQUIPMENT AND LABOUR, PUBLIC WORKS DEPARTMENT

RECOMMENDATION

(a) That purchase orders be issued for the Rental of Snow Removal Equipment and Labour in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders as attached.

(b) That the term of the agreement be from November 30, 1988 to December 31, 1988, with an option in favour of the City to extend for an additional two one (1) year terms ending April 31, 1991.

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND
Tenders are being accepted on the basis of the lowest bidder's equipment being used first and then the subsequent bidders contacted as required.

EQUIPMENT RENTAL FOR SNOW REMOVAL

HOURLY RATE

MOTOR GRADER
Based on Start Up C

	'88-'89	'89-'90	'90-'91
Danbill Equipment Rentals Ltd. 4 Parklands Drive, Hamilton L8K 4W7			
3 Machines	$110.00	$115.00	$120.00
CGL Grading & Snow Removal 1533 King East, Hamilton L8K 1T1			
3 Machines	$110.00	$115.00	$120.00
Advance Excavating 505 Kenora Avenue, Bldg. #1 Hamilton L8E 3P2			
2 Machines Insurance & WCB Attached	$110.00	$116.00	$123.00

MOTOR GRADER WITH PLOW & WING
Based on Start Up C

	'88-'89	'89-'90	'90-'91
CGL Grading & Snow Removal 1533 King East, Hamilton L8K 1T1			
1 Champion	$125.00	$130.00	$135.00
2 Austin Western	$135.00	$140.00	$145.00
Advance Excavating 505 Kenora Avenue, Bldg. #1 Hamilton L8E 3P2			
1 Champion	$120.00	$126.00	$133.00

	TANDEM DUMP TRUCKS '88-'89	'89-'90	'90-'91
D. Swing o/a D. Swing Trucking 133 East 38th Street. Hamilton L8V 4E8			
3 Vehicles Insurance & WCB attached	$40.00	$42.00	$44.00
714794 Ontario Limited o/S L.M. Enterprises 27 Crooks Street. Hamilton L8R 2Z7			
4 Vehicles	$40.00	$42.00	$44.00
559814 Ontario Inc. c/o Deluca Haulage & Excavating 807 851 Queenston Road- Stoney Creek L8G 1B4			
7 Vehicles	$45.00	$47.50	$50.00
Pasinato Haulage Inc. 213 Stone Church Road West Hamilton L9B 1A2			
73 Vehicles Insurance & WCB attached	$42.00	$44.00	$46.00
Angelo Loro o/a Loro Contracting R. R. #2. Binbrook L0R 1C0			
2 Vehicles Insurance & WCB attached	$42.00	$45.00	$48.00
Advance Excavating 505 Kenora Avenue. Bldg. #1 Hamilton L8E 3P2			
15 Vehicles	$44.00	$48.00	$52.00

RUBBER TIRED LOADERS

	'88-'89	'89-'90	'90-'91
CGL Grading & Snow Removal 1533 King East, Hamilton L8K 1T1			
2 Machines	$50.00	$52.50	$55.00
714794 Ontario Limited o/S L.M. Enterprises 27 Crooks Street, Hamilton L8R 2Z7			
1 Machine	$45.00	$50.00	$55.00
Digmor Excavating 120 2nd Road West, Group K Box 1. R. R. #1 Stoney Creek L8G 3X4			
2 Machines WCB attached	$48.00	$50.00	$52.00
Nelson Excavating Company Limited 150 Brockley Drive Stoney Creek L8E 3C5			
3 Machines Insurance & WCB attached	$55.00	$60.00	$65.00
Angelo Loro o/a Loro Contracting R. R. #2, Binbrook L0R 1C0			
1 J.D. 510	$52.00	$55.00	$58.00
1 J.D. 444C	$80.00	$85.00	$90.00
Advance Excavating 505 Kenora Avenue, Bldg. #1 Hamilton L8E 3P2			
4 - 1-1/2 cy	$58.00	$63.00	$69.00
1 - 2-3/4 cy	$65.00	$71.00	$78.00

TRACK SIDEWALK CLEANERS

	'88-'89	'89-'90	'90-'91
741806 Ontario INc., operating as Blizzard Snow Plowing 669 Beach Blvd., Hamilton L8M 6X8			
1 Machine	$42.50	$45.00	$47.50
J. Bomb Snow Removal 121 Chilton Drive Stoney Creek L8J 1L8			
4 Machines	$48.00	$53.00	$58.00

MISCELLANEOUS EQUIPMENT

	'88-'89	'89-'90	'90-'91
714794 Ontario Limited o/S L.M. Enterprises 27 Crooks Street, Hamilton L8R 2Z7			
2 GMCs with Power Angle Plows	$40.00	$45.00	$50.00
1 Ford with Power Angle Blade	$50.00	$55.00	$60.00
Digmor Excavating 120 2nd Road West, Group K Box 1, R. R. #1 Stoney Creek L8G 3X4			
1 GMC Dump Truck	$35.00	$37.00	$39.00
Nelson Excavating Company Limited 150 Brockley Drive Stoney Creek L8E 3C5			
1 Dozer 850	$62.00	$65.00	$69.00
2 track loaders	$78.00	$82.00	$86.00
Angelo Loro o/a Loro Contracting R. R. #2, Binbrook L0R 1C0			
2 Dozers	$58.00	$61.00	$64.00

4.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 September 13
COMM FILE:
DEPT FILE: 100.12.12
(4504)

SUBJECT: **Authority to Enter - Ministry of Transportation**
Former Brampton Landfill Site -

RECOMMENDATION:

That the City of Hamilton grant the Ministry of Transportation an Authority to Enter on the former Brampton Street landfill site for soil investigation purposes related to the North-South Freeway Project subject to the following conditions:

In consideration of the Ministry of Transportation:

(i) assuming all risk not previously existing, directly resulting from entry on the said lands by the Ministry, and

(ii) assuming all costs and expenses not previously existing directly resulting from any construction, reconstruction, relocation, repair and maintenance of any ground and underground fixtures, installations, devices, pipes, utilities, conduits, buildings or structures occasioned by reason of the construction of the Works,

The City hereby authorize the Ministry, its servants and agents to make entry on the said lands as the Ministry may require for soil investigation purposes pertaining to the North-South Freeway Study. The Ministry must restore the said land to its former state.

D. W. Vyce

FINANCIAL IMPLICATIONS: *N/A*

BACKGROUND:

As part of the North-South Freeway Study, the Ministry of Transportation requires permission to enter upon the former Brampton Street Landfill Site in order to conduct soil tests. Both the City and the Region have an ownership interest in the site by virtue of its previous use, in part, as a Landfill Site and its current use as a Works Yard.

Therefore, we are seeking the authority of both levels of Government for the Ministry to enter upon the lands.

This work is being prepared in conjunction with Mr. Dale Turvey, Project Director of the Freeway Steering Committee.

c.c. - Mr. D. Turvey, Project Director, Freeway Steering Committee

- Mr. K.A. Rouff, City Solicitor

- Mr. J. Pavelka, Director, Public Works

FOR ACTION

5.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 August 25
COMM FILE:
DEPT FILE: 38.1.202
(4509)

SUBJECT: **Sale of Part of Property -
480 Rymal Road West to
100 Main Street East Limited**

RECOMMENDATION:

That an Offer to Purchase executed by Mr. A. Frisina, on behalf of 100 Main Street East Limited, on August 19, 1988 and scheduled for closing on November 17, 1988 be approved and completed.

Note: Subject property has a frontage along the northerly limit of Rymal Road West of 20.117 metres (66 feet) and is shown as Parts 1 and 2 on Expropriation Plan No. 440182 C.D. It forms part of the property known as 480 Rymal Road West. The purchase price of $22,600.00 is to be credited to Account No. 0280-12 (Reserve for Services through unsubdivided land). A certified deposit cheque in the amount of $2,200.00 is being held by the City Treasurer pending approval of this transaction.

It is understood and agreed:

1. That the subject lands are being acquired by the City through expropriation.

2. This Offer to Purchase is conditional upon the City obtaining possession of the subject lands on or before the date of closing of this transaction. Otherwise, this Offer shall be null and void and the Purchaser's deposit returned without interest.

3. That the City is to convey the herein described land to 100 Main Street East Limited to be laid out as a highway and associated One Foot Reserve by a plan of subdivision, prepared by the Purchaser to be known as Rymal Estates. 100 Main Street East Limited shall register the said plan on or before September 7, 1989.

Recommendation Continued ...

4(a) In the event that the Purchaser does not comply with covenant (3) above, the Purchaser covenants and agrees that, if required by the City, the Purchaser shall sell the subject land to the City of Hamilton free and clear of all charges, encumbrances, liens, claims or adverse interest whatsoever, for the sale price herein, (without any interest) - less (a) the herein deposits; (b) the commission paid (if any) by the City to a Real Estate Agent; (c) arrears of realty taxes (including the local improvement charges), penalty and interest owing on them - and further, without increase or compensation for costs of any improvements, additions, alterations, services or structures on, in or under the said lands.

(b) The Purchaser agrees that the deed to him shall include covenants 3 and 4(a) and that he shall execute the deed for purposes of these items in favour of the City.

(c) The Purchaser agrees that all of the terms in this Offer to Purchase and its Schedule in favour of the City, shall not merge on closing, but continue in full force and effect, in favour of the City.

5. That the City's deed to the Purchaser shall be subject to a right-of-way through and across the conveyed land in favour of the City, and the residents of the balance of 480 Rymal Road West, such right-of-way to cease when the land conveyed is laid out as a highway by the said registered plan of subdivision and when the One Foot Reserve portion of the land conveyed is transferred to the City.

for D. W. Vyce

FINANCIAL IMPLICATIONS: *N/A*

BACKGROUND:

This recommendation to purchase the subject land is in accordance with the City's policy to assist developers to establish roadways to their subdivisions and promote the development of their land.

The City will establish a one foot reserve along the proposed roadway in order to recover costs for land and services from the abutting developers.

Background Continued ...

We attach hereto an Offer to Purchase from 100 Main Street East Limited for the purchase of part of Lot 19, Concession 8, in the Geographic Township of Barton, now in the City of Hamilton having a frontage along the northerly limit of Rymal Road West of 20.117 metres (66 feet) shown as Parts 1 and 2 on attached copy of Expropriation Plan No. 440182 C.D.

Attach.
c.c. Mr. K. A. Rouff, City Solicitor
Mr. E. C. Matthews, City Treasurer
Mr. G. S. Spencer, Regional Commissioner of Engineering
Attention: Mr. M. Chidley
Attention: Mr. D. Christilaw

FOR ACTION

6.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 September 14
COMM FILE:
DEPT FILE: 38.1.240
(4505)

SUBJECT: **Land Exchange for Roadway Purposes**
Barnstown Neighbourhood

RECOMMENDATION:

(a) That an Option to Purchase executed by 428680 Ontario Limited (Principals - Herbert Schreiber, President; Trevor-Garwood Jones, Secretary) on August 16, 1988 and scheduled for closing on or before November 21, 1988 be approved and completed.

Note: The subject property is known as Parts 6, 7 and 8 on Plan 62R-9675 and contains a total area of 1,124.12 square metres (12,100.32 square feet). The purchase price of $1.00 is to be charged to account 0280-02.

(b) That an Offer to Purchase executed by 428680 Ontario Limited on August 16, 1988 and scheduled to close on or before November 21, 1988 be approved and completed.

Note: The subject property is known as Parts 2 and 3 on Plan 62R-9675 and contains an area of 1,499.3 square metres (16,138.86 square feet). The sale price in the amount of $6,500.00 is to be credited to account 0280-02. A certified deposit cheque in the amount of $650.00 is being held by the City Treasurer pending approval of this transaction.

(c) That an Option to Purchase executed by the Board of Education for the City of Hamilton on August 31, 1988 and scheduled to close on or before November 21, 1988 be approved and completed.

Note: The subject property is known as Parts 1 and 2 on Plan 62R-9675 and contains a total area of 1,673.34 square metres (18,012 square feet). The purchase price of $1.00 is to be charged to account 0280-02.

(d) That an Offer to Purchase executed by the Board of Education for the City of Hamilton on August 31, 1988 and scheduled to close on or before November 21, 1988 be approved and completed.

Note: The subject property is known as Parts 5, 6, 7 and 8 on Plan 62R-9675 and contains a total area of 1,763.09 square metres (18,978 square feet).

RECOMMENDATION - Continued...

The sale price of $1.00 is to be credited to account 0280-02.

The closing of this transaction (c) and (d) above is conditional upon the closing of the following transactions, at the same time, on the same date.

(i) 428680 Ontario Limited conveying Parts 6, 7 and 8 on Plan 62R-9675 to The Corporation of the City of Hamilton.

(ii) The Corporation of the City of Hamilton conveying to The Board of Education for the City of Hamilton, Parts 5, 6, 7 and 8 on Plan 62R-9675.

(iii) The Board of Education for the City of Hamilton conveying to The Corporation of the City of Hamilton, Parts 1 and 2 on Plan 62R-9675.

(iv) The Corporation of the City of Hamilton conveying to 428680 Ontario Limited, Parts 2 and 3 on Plan 62R-9675.

D. W. Vyce

FINANCIAL IMPLICATIONS:

The City will realize a return of $6,500 from the sale of Parts 2 and 3 to 428680 Ontario Limited.

BACKGROUND:

The above recommendation involving the land exchange for the proposed roadway is in accordance with the City's policy in assisting developers to establish roadways to their subdivisions and promote the development of land. This exchange of lands for roadway purposes is also in accordance with the proposed plan for Barnstown Neighbourhood.

Transactions (a) and (c) and (d) are for the sum of $1.00. Transaction (b) calls for the developer to pay to the City $6,500.00 which represents the difference between the value of land being conveyed by the City to the developer and the value of land being conveyed by the developer to the City.

Attach.
c.c. - Mr. K.A.Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. M. Chidley, Regional Surveyor

7.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 August 17
COMM FILE:
DEPT FILE: 36.1.96 (4508)

SUBJECT: Purchase of one (1) foot reserve from Frank Herbert Waterland and Lily Waterland

RECOMMENDATION:

That an Option to Purchase the one (1) foot reserve known as Reserve "A", Registered Plan 943, executed by Frank Herbert Waterland and Lily Waterland, on August 15, 1988 and scheduled for closing on or before November 21, 1988 be approved and completed.

Note: The subject property measures 214 feet along the westerly limit of Forbes Street (formerly Franklin Street), by a depth of one (1) foot, shown as Reserve "A", Plan 943. The purchase price of $501.00 is to be charged to Account No. 0280-12.

D. W. Vyce

FINANCIAL IMPLICATIONS: N/A

BACKGROUND:

City Council approved the acceptance of title to the subject parcel on May 10, 1988, by the adoption of Item #19 of the 8th Report of the Transportation and Environment Committee. The payment of legal fees incurred by the owner ($500.00) is consistent with present City practice.

Attach.
c.c. Mr. K. A. Rouff, City Solicitor
Mr. E. C. Matthews, City Treasurer
Mr. M. Chidley, Regional Surveyor,
Mr. G. S. Spencer, Regional Commissioner of Engineering
Attention: Mr. K. A. Brenner

8.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 August 25
COMM FILE: 3-11.9.1
DEPT FILE: T103-23(6)
I.D. 0246D(63)

SUBJECT

Temporary Street Closure
Santa Claus Parade
Saturday, November 19, 1988 (9:45 a.m. to 11:45 a.m.)

RECOMMENDATION

That the application of Mr. H. Holt, Chairman of the Hamilton Santa Claus Parade Committee, to temporarily close Catharine Street from Main Street to King Street to hold the Santa Claus Parade from 9:45 a.m. to 11:45 a.m. on Saturday, November 19, 1988, be approved during the pleasure of Council, provided that:

a) All signing and barricading will be subject to the direction of the Regional Police and at no cost to the City;

b) Clean-up will be carried out immediately following the parade, at no cost to the City;

c) The organizing group provide proof of $1,000,000 public liability insurance prior to the event, naming the City of Hamilton as an additional insured party, with a provision for cross-liability, and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

d) No property owner within the barricaded area will be denied access to his property upon request.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A.

Cont'd...

Cont'd...

BACKGROUND

We have received a request from Mr. H. Holt for permission to temporarily close Catharine Street from Main Street to King Street on Saturday, November 19, 1988 from 9:45 a.m. to 11:45 a.m. in order to hold the Annual Santa Claus Parade.

cvb
CVB:cab.

c.c. Stf./Sgt. E. Williams, Hamilton-Wentworth Regional Police
Alderman J. Gallagher

9.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 23
COMM FILE: 3-11.10.2
DEPT FILE: 812-38H
ID#0043D (36)

SUBJECT:

Construction of an Independent Concrete Sidewalk on the East Side of Lake Avenue Between Huckleberry Drive and Delawana Drive, Increase in City's Portion of the Cost

RECOMMENDATION

a) That the Transport and Environment Committee recommend to the Executive Committee that the construction of an independent concrete sidewalk on the east side of Lake Avenue between Huckleberry Drive and Delawana Drive be proceeded with as a local improvement at an estimated gross cost of $32,000, which represents a $13,400 increase over the gross cost of $18,600, approved by Council on June 28, 1988 as Section 6 of the 14th Report of the Executive Committee and the increase in cost be borne by the City. This is provided for in the 1988 portion of the 1988 - 1992 Capital Budget as Project No. 38000 - City's Share.

b) That the Treasurer be requested to recommend to the Executive Committee the amount and source of funds to be provided for the increase in cost of this Capital Project.

c) That the City Solicitor be authorized and directed to make application for approval for this increase under Section 64 of The Ontario Municipal Board Act.

G. S. Spencer
Commissioner of Engineering

Continued . . .

Construction of an Independent Concrete Sidewalk on the East Side of Lake Avenue Between Huckleberry Drive and Delawana Drive, Increase in City's Portion of the Cost

Continued . . .

FINANCIAL IMPLICATIONS

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1988 - 1992 Capital Budget.

Section 6 of the 14th Report of the Executive Committee adopted by Council on June 28, 1988 approved the project at a gross cost of $18,600 made up of $1,400.80 City's Share and $17,199.20 Owner's Share. The additional amount of $13,400 should be included with the City's Share so that the total revised City's Share will be $14,800.80

BACKGROUND

This project was originally approved by Council on June 28, 1988 (Section 6 of the 14th Report of the Executive Committee). Subsequent to tenders being received, it was determined that an error was made in determining the length of the project for the engineer's estimate. The error means that an additional 80m of sidewalk is required along with $900m^2$ of sod and $125m^3$ of fill. Based on tender prices and including engineering and overhead, the additional amount required is $13,400.00

The location of the proposed sidewalk is shown on the attached plan.

RPM:clc
attach.

cc: K.A. Rouff, City Solicitor

cc: E.C Matthews, City Treasurer
Att: B. Hotrum

cc: G. Lawson, Commissioner of Finance
Att: L. Baker
Acct. # 0404-28161

cc: J. Shatz, Secretary
Executive Committee
City Clerk's Department

cc: D. Onishi, Director
Engineering Services

FOR ACTION

10 (a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 August 31
COMM FILE: 3.11-7
DEPT FILE: T103-37
I.D. 0246D(58)

SUBJECT

Banner Display Application
February 6, 1989 to February 13, 1989.

RECOMMENDATION

That the "Heart and Stroke Foundation" be permitted to display a promotional banner across Main Street West, in front of City Hall, from February 6, 1989 to February 13, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"LISTEN TO YOUR HEART - BEAT THE ODDS".

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

At its meeting held August 30, 1988, Council approved Item 10 of the Twelfth Report of the Transport and Environment Committee whereby the fee for installing banners was increased to $150.00 from the existing $125.00 fee. This application was received prior to Council approval; therefore, the $125.00 fee is applicable.

BACKGROUND

We have received an application from the "Heart and Stroke Foundation" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:cab.
Encl.

c.c. H. Reinhold, Department of Public Works

10(b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 August 31
COMM FILE: 3.11-7
DEPT FILE: T103-37
I.D. 0246D(56)

SUBJECT

Banner Display Application
July 24, 1989 to July 31, 1989.

RECOMMENDATION

That the "Metropolitan Hamilton Basketball School" be permitted to display a promotional banner across Main Street West, in front of City Hall, from July 24, 1989 to July 31, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"CANADIAN BASKETBALL SUPER CAMP WELCOMES CANADIAN AND AMERICAN COLLEGE COACHES".

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

At its meeting held August 30, 1988, Council approved Item 10 of the Twelfth Report of the Transport and Environment Committee whereby the fee for installing banners was increased to $150.00 from the existing $125.00 fee. This application was received prior to Council approval; therefore, the $125.00 fee is applicable.

BACKGROUND

We have received an application from the "Metropolitan Hamilton Basketball School" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:cab.
Encl.

c.c. H. Reinhold, Department of Public Works

10(c)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 August 31
COMM FILE: 3.11-7
DEPT FILE: T103-37
I.D. 0246D(57)

SUBJECT

Banner Display Application
May 8, 1989 to May 15, 1989.

RECOMMENDATION

That the "Designer Showcase Organization" be permitted to display a promotional banner across Main Street West, in front of City Hall, from May 8, 1989 to May 15, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"DESIGNER SHOWCASE - '89 FUNDRAISING FOR
HAMILTON PHILHARMONIC ORCHESTRA".

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

At its meeting held August 30, 1988, Council approved Item 10 of the Twelfth Report of the Transport and Environment Committee whereby the fee for installing banners was increased to $150.00 from the existing $125.00 fee. This application was received prior to Council approval; therefore, the $125.00 fee is applicable.

BACKGROUND

We have received an application from the "Designer Showcase Organization" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:cab.
Encl.

c.c. H. Reinhold, Department of Public Works

F O R A C T I O N

10cd

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 August 31
COMM FILE: 3.11-7
DEPT FILE: T103-37
I.D. 0246D(59)

SUBJECT

Banner Display Application
January 16, 1989 to January 23, 1989.

RECOMMENDATION

That the "Hamilton Junior Chamber of Commerce" be permitted to display a promotional banner across Main Street West, in front of City Hall, from January 16, 1989 to January 23, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"HAMILTON JUNIOR CHAMBER OF COMMERCE/JAYCEES -
BUILDING TOMORROW'S LEADERS TODAY".

G S Spencer

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

At its meeting held August 30, 1988, Council approved Item 10 of the Twelfth Report of the Transport and Environment Committee whereby the fee for installing banners was increased to $150.00 from the existing $125.00 fee. This application was received prior to Council approval; therefore, the $125.00 fee is applicable.

BACKGROUND

We have received an application from the "Hamilton Junior Chamber of Commerce" requesting permission to display a promotional banner across Main Street, in front of City Hall.

cb
CVB:cab.
Encl.

c.c. H. Reinhold, Department of Public Works

11(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 25
COMM FILE: 3-11.5
DEPT FILE: T103-50(68
ID#0043D

SUBJECT:

Inadvertent Encroachment Agreement
183-185 Simcoe Street East

RECOMMENDATION

That the application of Mr. N. Zaffiro, Solicitor, on behalf of the present owner of 183-185 Simcoe St. E., Dennis Torresin to retain the inadvertent encroachments consisting of:

i) At 183 Simcoe St. East - on Ferguson - 11 storey brick building (0.24 m x 11.48 m)

- on Simcoe - 1 storey brick building (0.52 m x 8.65 m)

- concrete stoop (1.77 m x 2.56 m)

ii) At 185 Simcoe St. East - 1 storey brick building (0.43 m x 8.06 m)

- concrete stoop (1.68 m x 2.42 m)

be approved during the pleasure of City Council provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

Inadvertent Encroachment Agreement
183-185 Simcoe Street East

Cont'd ....

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:sm

cc: L. Farr, City Solicitor's Dept.

11(b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 24
COMM FILE: 3-11.5
DEPT FILE: T103-50(67
ID#0043D (37)

SUBJECT:

Inadvertent Encroachment Agreement
7 Devonport Street

RECOMMENDATION

That the application of Mr. A. Camporese, Solicitor, on behalf of the present owner of 7 Devonport Street, Juanita Hodge, to retain the inadvertent encroachment consisting of a concrete porch and steps (measuring 0.22m x 3.36m), be approved during the pleasure of City Council provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "RECOMMENDATION"

Continued . . .

Continued . . .

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:clc

cc: L. Farr, City Solicitor's Department

11(c)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 24
COMM FILE: 3-11.5
DEPT FILE: T103-50(68
ID#0043D(77)

SUBJECT:

Inadvertent Encroachment Agreement
133 Ferrie Street East

RECOMMENDATION

That the application of Mark A. Dudzic, Solicitor, on behalf of the present owner(s) of 133 Ferrie Street East, George Nelson Addison and Kathleen Jean Addison, to retain the inadvertent encroachment consisting of an enclosed brick and wood porch (measuring 0.53m x 3.96m), be approved during the pleasure of City Council provided:

a) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign an execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

Cont'd...

Cont'd...

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application an find no objection. The City has allowed this type of encroachment in the past.

cv3
CVB:jd
PDM

cc: L. Farr, City Solicitor's Dept.

11(d)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 24
COMM FILE: 3-11.5
DEPT FILE: T103-50(684)
ID#0043D (19)

SUBJECT:

Inadvertent Encroachment Agreement
70 Earl Street

RECOMMENDATION

That the application of Mr. M. J. Lewis, Solicitor, on behalf of the present owner(s) of 70 Earl Street, Michael Wright and Marjery Wright, to retain the inadvertent encroachment consisting of a 1 storey frame house encroaching onto Princess Street by (7.47m x 0.19m), be approved during the pleasure of City Council provided:

a) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

Inadvertent Encroachment Agreement
70 Earl Street

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:jd

cc: L. Farr, City Solicitor's Dept.

11(e)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 24
COMM FILE: 3-11.5
DEPT FILE: T103-50(68
ID#0043D (40)

SUBJECT:

Inadvertent Encroachment Agreement
2 Rockwood Place

RECOMMENDATION

That the application of Nicholas J. Zaffiro, Solicitor, on behalf of the present owner of 2 Rockwood Place, Pat Cupido to retain the inadvertent encroachment consisting of a concrete porch (measuring 0.76m x 2.49m), be approved during the pleasure of City Council provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "RECOMMENDATION"

Continued . . .

Inadvertent Encroachment Agreement
2 Rockwood Place

Continued . . .

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:clc

cc: L. Farr, City Solicitor's Department

11(f)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 24
COMM FILE: 3-11.5
DEPT FILE: T103-50(677
ID#0043D (38)

SUBJECT:

Inadvertent Encroachment Agreement
86 East Avenue North

RECOMMENDATION

That the application of Mr. N. Campbell, Solicitor, on behalf of the present owner of 86 East Avenue North, Mr. Pellizzari to retain the inadvertent encroachment consisting of concrete verandah (measuring 1.01m x 2.13m), be approved during the pleasure of City Council provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee $46.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "RECOMMENDATION"

Continued . . .

Inadvertent Encroachment Agreement
86 East Avenue North

Continued . . .

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB
CVB:clc

cc: L. Farr, City Solicitor's Department

11(g)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 24
COMM FILE: 3-11.5
DEPT FILE: T103-50(684
ID#0043D (17)

SUBJECT:

Inadvertent Encroachment Agreement
195 Bold Street

RECOMMENDATION

That the application of Mark A. Dudzic, Solicitor, on behalf of the present owner(s) of 195 Bold Street, Paul Sherlock and Rolf Langer to retain the inadvertent encroachments consisting of:

i) concrete steps measuring 1.43m x 3.35m.

ii) bay window encroaching onto Hess Street South by 0.22m x 2.29m.

be approved during the pleasure of City Council provided:

a) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

Inadvertent Encroachment Agreement
195 Bold Street

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:jd

cc: L. Farr, City Solicitor's Dept.

FOR ACTION

11(h)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 25
COMM FILE: 3-11.5
DEPT FILE: T103-50(683
ID#0043D (75)

SUBJECT:

Inadvertent Encroachment Agreement
82 Clyde Street

RECOMMENDATION

That the application of Leslie T. Paci, Solicitor, on behalf of the present owner(s) of 82 Clyde Street, Carolina Lewis to retain the inadvertent encroachment consisting of concrete front steps (measuring 0.31m x 1.01m), be approved during the pleasure of City Council provided:

a) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

Inadvertent Encroachment Agreement
82 Clyde Street

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:jd

cc: L. Farr, City Solicitor's Department

FOR ACTION

11(i)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 September 07
COMM FILE: 3-11.5
DEPT FILE: T103-50(692)
I.D. 0246D(69)

SUBJECT

Inadvertent Encroachment Agreement
37 Francis Street.

RECOMMENDATION

That the application of Mr. N. White, Solicitor on behalf of the present owner of 37 Francis Street, Wendy Haynes, to retain the inadvertent encroachment consisting of a front porch measuring 0.64m X 1.22m, be approved during the pleasure of City Council, provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege; and,

c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation"

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

Cont'd...

Cont'd...

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:cab.

c.c. L. Farr, City Solicitor's Department

12(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 30
COMM FILE: 3-11.4
DEPT FILE: S723-44
ID#0043D (30)

SUBJECT:

Plan of Subdivision for "Wellington Chase - Phase 3", Hamilton

RECOMMENDATION

a) That the submitted schedules for the estimated cost of services in "Wellington Chase - Phase 3", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.

b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.

c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The subdivider will be paying for 100% of the cost of services to be installed, at an estimated cost of $594,798.50.

BACKGROUND

Clause 8(b) of the Nineteenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on October 13, 1987, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be developed.

Continued . . .

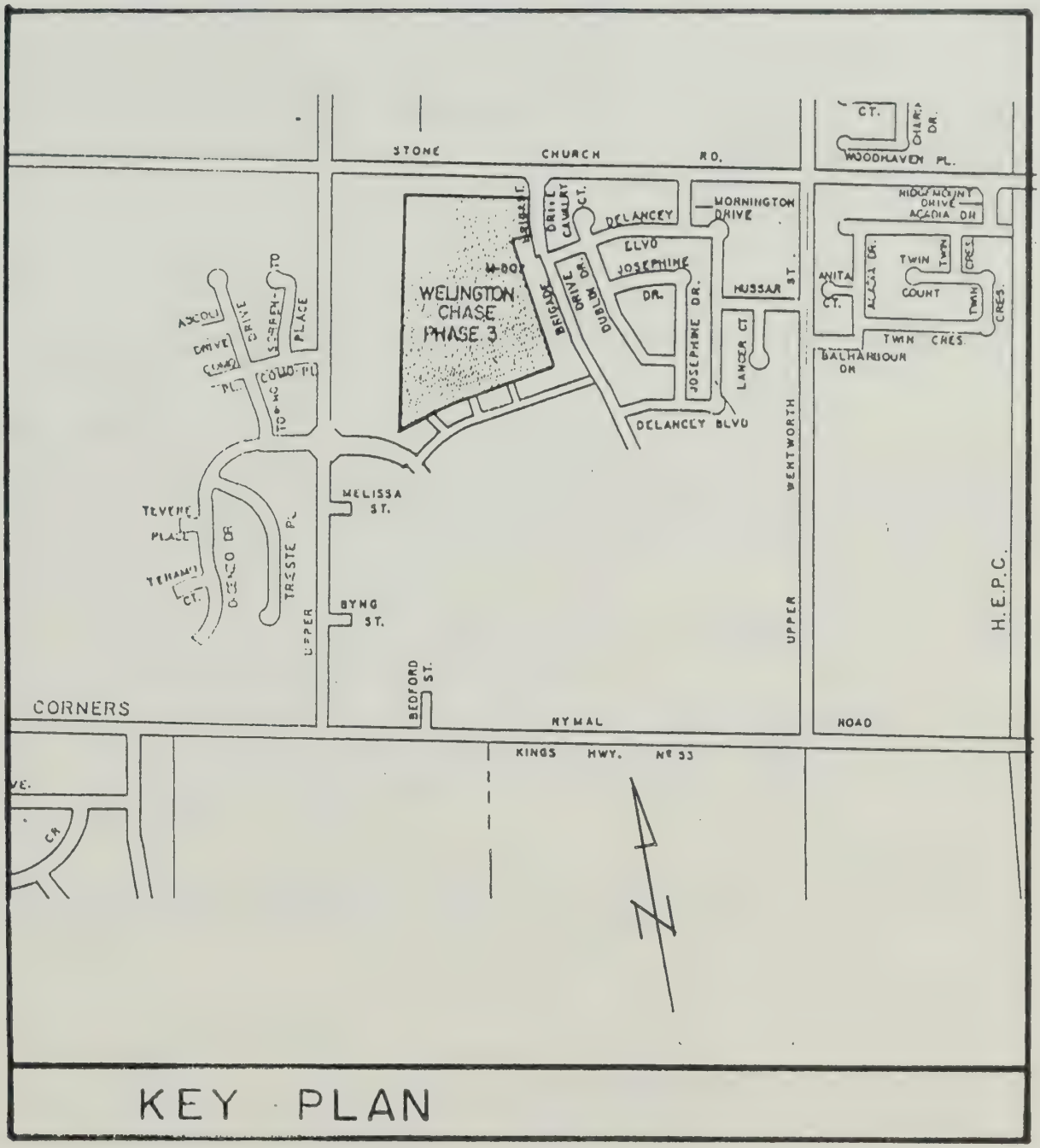
Plan of Subdivision for "Wellington Chase - Phase 3", Hamilton

Continued . . .

The present owner of these lands is Wellington Chase Inc, (Wm. Sinclair, President). Copies of the Engineer's estimates for the cost of services, Schedules "E", "F", and "G", and copies of the proposed Final Survey plan, as prepared by Urbex Management Limited and John P. Nouwens, respectively, have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of one hundred and seventeen (117) lots for single family residential use.

CAU:clc
encl.


STONE CHURCH RD.
WOODHAVEN PL.
CT.
CHURCH DR.
HIDDEN MOUNT DRIVE
ACADIA DR.
MORNINGTON DRIVE
DELANCEY
BRIGADE DRIVE
CAVALRY CT.
BLVD JOSEPHINE
DR.
HUSSAR ST.
WELINGTON CHASE PHASE 3
DUBLIN DR.
JOSEPHINE DR.
LANCER CT.
DELANCEY BLVD
ANITA CT.
ACADIA DR.
TWIN CRES.
COUNT
TWIN CRES.
TWIN CRES.
BALHARBOUR DR
WENTWORTH
UPPER
H.E.P.C.
MELISSA ST.
BYNG ST.
BEDFORD ST.
TRESTE PL.
DENCO DR.
TEVERE PLACE
TEHAMA CT.
CORNERS
NYMAL
ROAD
KINGS HWY. Nº 33

KEY PLAN

12(b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 August 31
COMM FILE: 3.11-4
DEPT FILE: S715-22
I.D. 0246D(50)

SUBJECT

Plan of Subdivision for "Oakdale Estates - Phase 2", Hamilton.

RECOMENDATIONS

a) That the submitted schedules for the estimated cost of services in "Oakdale Estates - Phase 2", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;

b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered;

c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and,

d) That the City's share of the cost of services for the development ($112,426.16) be approved, and that the Executive Committee recommend the source of funding for the project.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies.

Cont'd...

Cont'd...

The estimated City share for the cost of services to be installed in "Oakdale Estates - Phase 2" is as follows:

TYPE OF WORK	AMOUNT TO BE FINANCED
Catch Basins and Connections	$ 3,454.41
Sidewalks and Curbs	$ 15,026.74
Finished Roads	$ 36,260.57
Dead End Barricades	$ 890.44
Street Lighting	$ 2,150.00
Sewers and Watermains	$ 54,646.00
TOTAL CITY SHARE =	$112,428.16

A portion of the City share ($76,167.59) is attributable to works being constructed fronting future Separate School Board lands on Brigade Drive, and is recoverable when these lands are developed.

The remaining portion of the City share ($36,260.57) is for extra-strength asphalt on Brigade Drive, and is non-recoverable.

The Subdivider's share of the estimated cost of the City services is $178,372.54.

For the Committee's information, sidewalks will not be installed on the east side of Jena Court. This is in accordance with City policy and the estimated cost savings to the Subdivider is $14,500.00.

BACKGROUND

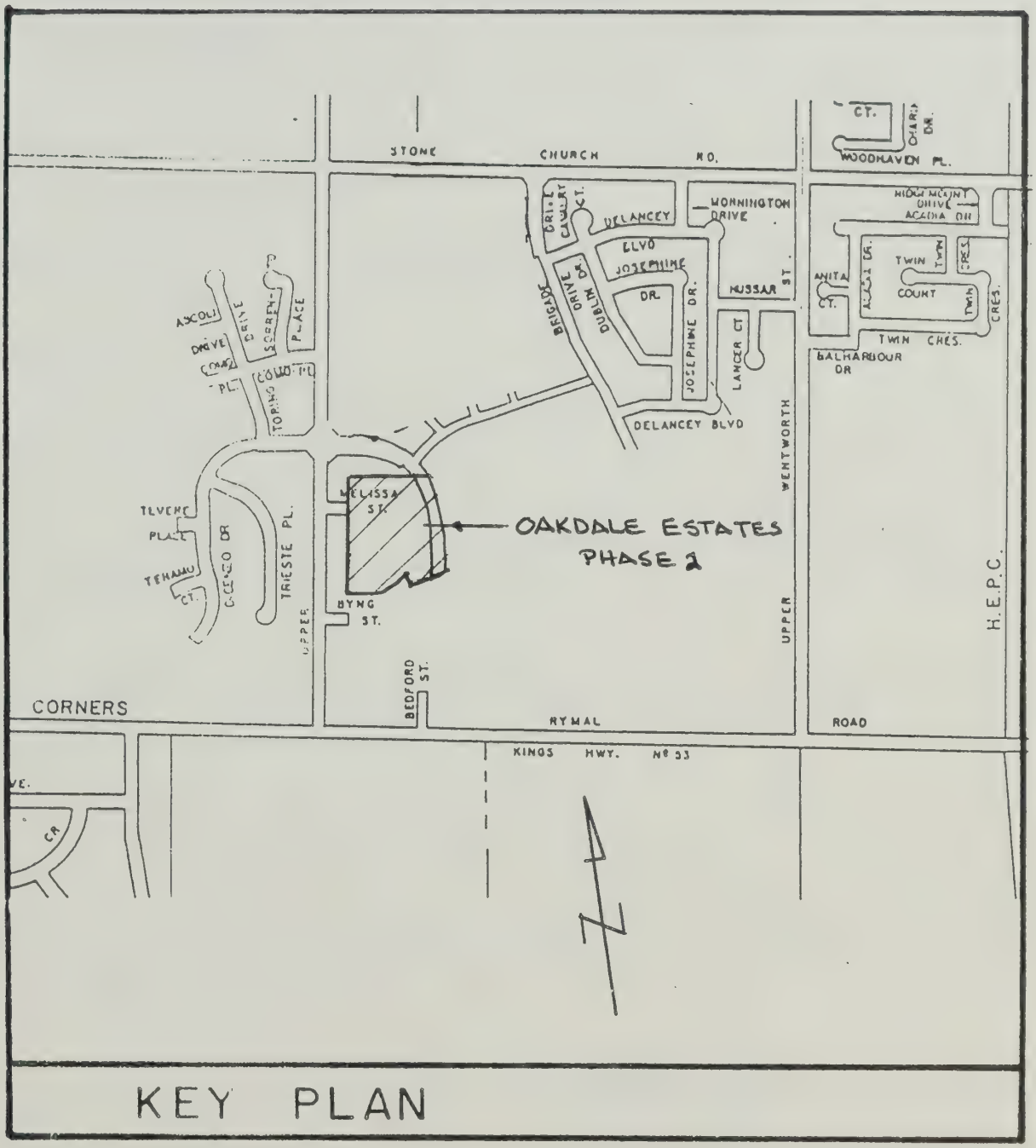
Clause 24(a) of the Fifteenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on June 28, 1988, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is 428680 Ontario Limited.

Copies of the Engineer's estimates, Schedules "E", "F", "F-1" and "G", as prepared by Urbex Management Limited, and copies of the Final Survey Plan as prepared by J. David Peters, O.L.S., have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of thirty-seven (37) lots presently, and two (2) future lots, all for single-family residential use.

CAU:cab.

c.c. J. Schatz, Secretary, Executive Committee
E. Matthews, City Treasurer
B. Hotrum, Treasury Department


STONE CHURCH RD.
WOODHAVEN PL.
CT.
CHARD DR.
MIDDLEMOUNT DRIVE
ACADIA DR.
TWIN
TWIN
CRES.
COUNT
TWIN
CRES.
ANITA CT.
ACADIA DR.
TWIN CRES.
BALHARBOUR DR
BRIGADE COURT CT.
DELANCEY
WORNINGTON DRIVE
DELANCEY BLVD
JOSEPHINE DR.
DUBLIN DR.
DRIVE
DR.
NUSSAR ST.
LANCER CT
DELANCEY BLVD
WENTWORTH
AXCOLI DRIVE
SORRENTO PLACE
COMO PL.
TORINO
COMO PL.
MELISSA ST.
OAKDALE ESTATES
PHASE 2
TLVCHC PLACE
TEHAMU CT.
CERRETO DR
TRIESTE PL.
BYNG ST.
BEDFORD ST.
UPPER
UPPER
H.E.P.C.
CORNERS
RYMAL
ROAD
KINGS HWY. Nº 53
VE.
CR

KEY PLAN

12(c)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 August 29
COMM FILE: 3-11.4
DEPT FILE: S723-43
ID#0043D(87)

SUBJECT:

Plan of Subdivision for "WELLINGTON CHASE - PHASE 1, STAGE 3", Hamilton

RECOMMENDATION

a) That staff be authorized to release Oakdale Estates - Phase 1 notwithstanding the condition that Emperor Avenue be established to its full width, providing that the owner, Wellington Chase Inc. of Wellington Chase - Phase 1, Stage 3 grant the City and Region right to enter upon Emperor Avenue and agree to convey the lands for Emperor Avenue to the City of Hamilton by deed before November 30, 1988, if the plan for Wellington Chase - Phase 1, Stage 3 is not registered by that time.

b) That the submitted schedules for the estimated cost of services in "Wellington Chase - Phase 1, Stage 3," as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.

c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.

d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The Subdivider will be paying for 100% of the cost of services to be installed at an estimated cost of $ 19, 066.00

Cont'd...

Plan of Subdivision for "WELLINGTON CHASE - PHASE 1, STAGE 3", Hamilton

Cont'd...

BACKGROUND

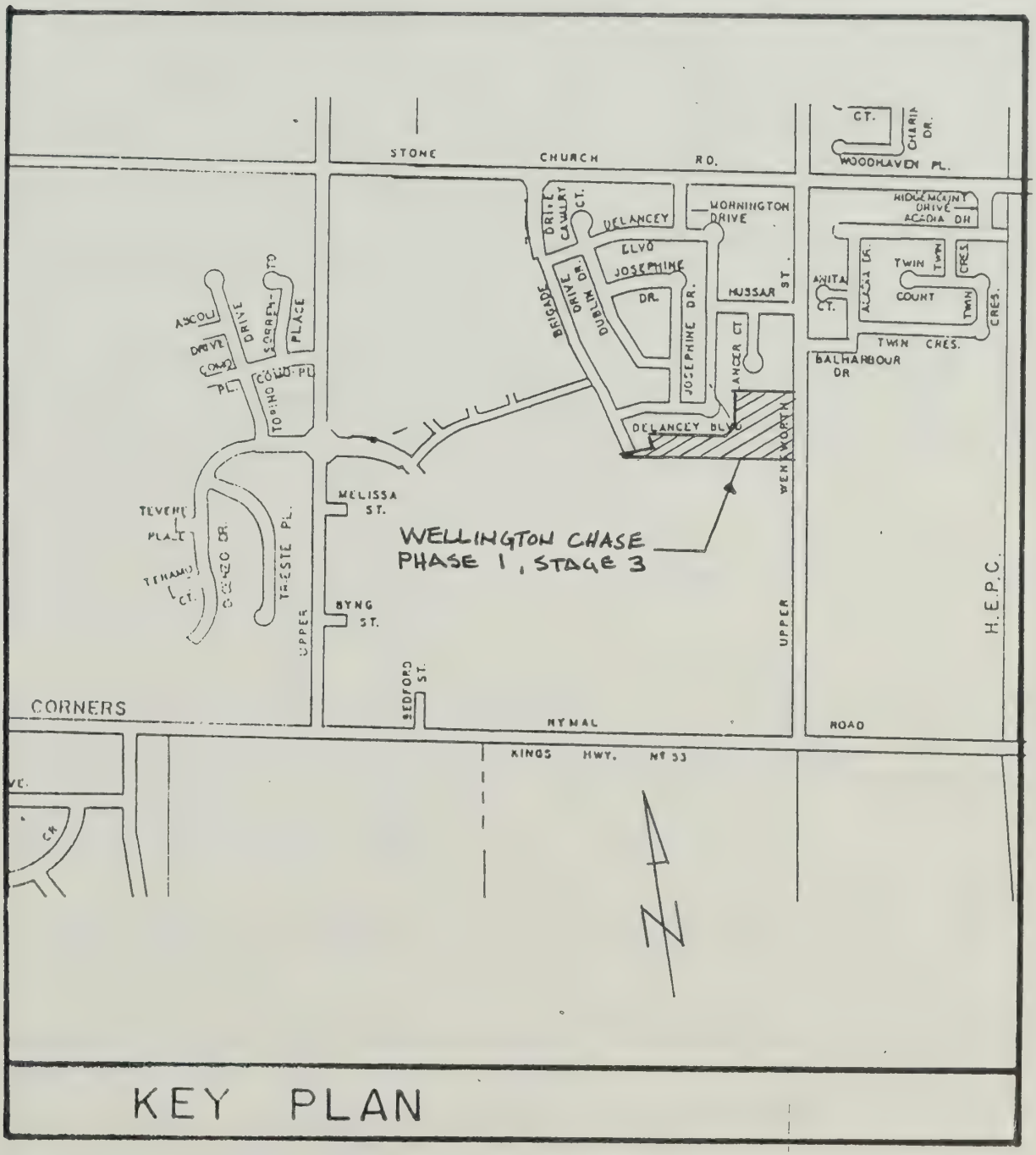
Clause 4(1)(b) of the First Report of the Planning and Development Committee, as adopted by City Council at its meeting held on January 13, 1987 recommended that a Subdivision Agreement to be entered into between the City and the owner of the lands to be developed.

The present owner of these lands is Wellington Chase Inc. (Wm. Sinclair, President). Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the Final Survey Plan, as prepared by Urbex Management Limited and John P. Nouwens respectively, have been submitted to Regional engineering for approval.

Development of these lands will result in the creation of thirteen (13) lots for single family residential use.

Under normal circumstances, the development to the south of this would have been registered before this development and Emperor Avenue would be established to its full width, half of the road allowance with this developemnt and the other half by By-law. Since Oakdale Estates and Wellington Chase - Phase 1, Stage 3 will be registered one after the other we feel it is satisfactory to recommend item (a) above.

CAU:jd
Encl.


STONE CHURCH RD.
WOODHAVEN PL.
CHARIS DR.
HIDDENCREST DRIVE
ACADIA DR.
TWIN CRES.
TWIN COURT
ANITA CT.
BALHARBOUR DR
WOHNINGTON DRIVE
DELANCEY BLVD
JOSEPHINE DR.
HUSSAR ST.
LANCER CT
BRIGADE DRIVE
DUBLIN DR.
CAVALRY CT.
DELANCEY BLVD
WENTWORTH
ASCOLI DRIVE
SORRENTO PLACE
COMO PL.
TORINO COURT
TEVERE PLACE
TIBER CT.
PARMA DR.
TRIESTE PL.
MELISSA ST.
BYNG ST.
SEDFORD ST.
UPPER
UPPER
WELLINGTON CHASE
PHASE 1, STAGE 3
H.E.P.C.
CORNERS
HYMAL
ROAD
KINGS HWY. No 33
KEY PLAN

13.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: September 9, 1988
COMM FILE:
DEPT FILE: E308-02C
ID#0043D (35)

SUBJECT:

Sanexen International Decontamination of PCBs for Hamilton Hydro

ORIGIN

Application by Sanexen International to the Ministry of the Environment for a Certificate of Approval to carry out PCB decontamination at four Hamilton Hydro Sub-Stations. The West Central Regional Office of the Ministry of Environment has asked the City of Hamilton for comments on this application.

RECOMMENDATION

1. That the local Approvals Branch of the Ontario Ministry of the Environment be informed that:

(i) The City of Hamilton has no objection to Sanexen International carrying out the PCB decontamination for Hamilton Hydro at the Aberdeen, Caroline, East Mountain and Ottawa Sub-stations, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-laws are complied with fully.

(ii) The 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that the proposed work can be carried out as scheduled.

2. That Sanexen International Inc. be permitted to park the PCBD trailer on the road allowances as follows to carry out the required decontamination:

(i) Alley between Homewood Avenue and Aberdeen Avenue from Dundurn Street to 150 feet easterly.

(ii) East boulevard, sidewalk and curb land on Caroline Street from Market Street to 150 feet southerly.

(iii) West boulevard of Ottawa Street from Dalkeith Avenue to 103 feet southerly.

G. S. Spencer
Commissioner of Engineering

Cont'd...

Sanexen International Decontamination of PCBs for Hamilton Hydro

Cont'd...

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Hamilton Hydro has hired Sanexen International to carry out on-site PCB decontamination of oil from seven transformers which are currently in use at the following Hamilton Hydro Sub-stations:

Aberdeen Sub-station (Aberdeen East of Dundurn)
-two transformers

Caroline Sub-station (Corner of Market and Caroline Streets)
-one transformer

East Mountain Sub-station (Mohawk Road West of Upper Ottawa)
-two transformers

Ottawa Sub-station (corner of Dalkeith and Ottawa Street North)
-two transformers

The transformers collectively contain 7,800 gallons of PCB contaminated oil and have PCB concentrations ranging from 140 to 400 ppm.

The destruction technology and procedures to be used by Sanexen International at the Hamilton Hydro sites have been fully approved by the Ministry of the Environment (Approval No. A84057 04/88).

The mode of operation proposed by Sanexen International consists of connecting their mobile dechlorination unit directly to each de-energized transformer. The oil from the transformer is then circulated through the destruction equipment and directly back into the transformer until the PCB concentration of the oil reaches a non detectable level. (less than 2 ppm of PCBs)

The byproduct of the Sanexen process, in this case will be approximately 630 gallons of caustic waste consisting of spent reagent and centrifuge discharge and 15 tons of spent Fullers Earth. This waste will be delivered for final processing and disposal to two Ministry licensed facilities, namely Retek Resources Recovery Inc. (Brantford), and Tricil Ltd. (Sarnia).

Cont'd...

Sanexen International Decontamination of PCBs for Hamilton Hydro

Cont'd...

If given the Ministry's approval to proceed, Sanexen International officials will schedule the work to be carried out during a fourteen day period between October 17, 1988 to November 17, 1988.

Because three of the sites are too small to accomodate the PCB Decontamination trailers, portions of the adjacent road allowance are required for the parking of the PCBD trailer as indicated in the recommendations. A site visit to each of the locations has shown that it is desirable to locate the trailer as requested by Sanexen.

EG:jd

14(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 September 12
COMM FILE: TEC-188-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Pine Street and Pearl Street - Intersection Control.

RECOMMENDATION:

a) That eastbound traffic on Pine Street be required to stop for northbound and southbound traffic on Pearl Street; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required sign.

BACKGROUND:

An area resident has requested that stop control be implemented at the intersection of Pine Street and Pearl Street. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported accidents at this location in at least the past five years. Thus, the intersection has operated safely, and there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign at the stem of this "T" type intersection, such that eastbound traffic on Pine Street would be required to stop for northbound and southbound traffic on Pearl Street. Therefore, the Traffic Department concurs with this request.

MAIN STREET
MAIN STREET WEST
RAILWAY
CHATHAM
FRID STREET
DUNDURN STREET SOUTH
H/S-426
H/S-181
H/S-300
H/S-270
H/S-886
STANLEY AVENUE
HERKIMER STREET
CHARLTON AVENUE WEST
MELBOURNE STREET
HILL PARK
JACKSON STREET
RICHMOND ST.
HUNTER STREET
CANADA
POULETTE STREET
LOCKE STREET SOUTH
PEARL STREET
REGINALD STREET
ALEXANDER ST.
TUCKETT
HAMILTON
TORONTO
BUFFALO
RAY STREET
MARGARET ST.
STRATHCONA AVE
NEW ST.
TOPE CRES.

FOR ACTION

14(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 September 12
COMM FILE: TEC-189-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Avondale Avenue and Gertrude Street - Intersection Control.

RECOMMENDATION:

a) That northbound traffic on Avondale Avenue be required to stop for eastbound and Westbound traffic on Gertrude Street; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required sign.

BACKGROUND:

Alderman Pat Valeriano has requested that stop control be implemented at the intersection of Avondale Avenue and Gertrude Street. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there has been only one reported collision at this location in the past seven years. Thus, there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign at the stem of this "T" type intersection, such that northbound traffic on Avondale Avenue would be required to stop for eastbound and westbound traffic on Gertrude Street. Therefore, the Traffic Department concurs with this request.


INDUSTRIAL DRIVE
COAL CARBONIZING CO.
PROCTOR GAMBLE CO.
BURLINGTON STREET EAST
PROCTOR GAMBLE CO. LTD.
PROCTOR & GAMBLE CO. LTD.
DOMINION FOUNDRIES & STEEL CO.
HAMILTON BRIDGE CO. LTD.
DEPEW ST
GAGE AVENUE NORTH
OTTAWA STREET NORTH
GERTRUDE ST
DOMINION FOUNDARIES & STEEL CO.
K/S-727
AVONDALE AVE
ALGEMARLE ST
LYNDHURST ST
ROWANWOOD BEACH ROAD
NORTHCOTE ST
CANADIAN NATIONAL RAILWAY
MATCH LINE
MATCH LINE

FOR ACTION

14(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 September 12
COMM FILE: TEC-190-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Glenhaven Drive and Cranbrook Drive - Intersection Control.

RECOMMENDATION:

a) That northbound traffic on Glenhaven Drive be required to stop for eastbound and westbound traffic on Cranbrook Drive; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required sign.

BACKGROUND:

Alderman Tom Murray has advised of a request from an area resident that northbound stop control be implemented at the intersection of Glenhaven Drive and Cranbrook Drive. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported accidents at this location since November 1987, when this street became a registered street in the City of Hamilton. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that northbound traffic on Glenhaven Drive would be required to stop for eastbound and westbound Traffic on Cranbrook Drive. Therefore, the Traffic Department concurs with this request.

DARLINGTON COURT
CLIFTON DOWNS ROAD
BONAVE
CLIFTON DOWNS RD.
COLGATE CT.
LASILA CT.
CLIFTON DOWNS RD.
CRANBROOK DR.
LANTANA CT
CRESCENT
GLENHAVEN DR.
ARGON
GREENSHIRE DR.
STANLOW
STAR PL.
GREENSHIRE DRIVE
PARADISE
GLENHAVEN CT.
GLENAYR STREET
GLEN
GILKSON PARK
STONECLIFF CT.

FOR ACTION

14(d)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 September 12
COMM FILE: TEC-191-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Skyview Drive at Sundown Drive - Intersection Control.

RECOMMENDATION:

a) That eastbound traffic on Skyview Drive be required to stop for northbound and southbound traffic on Sundown Drive; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

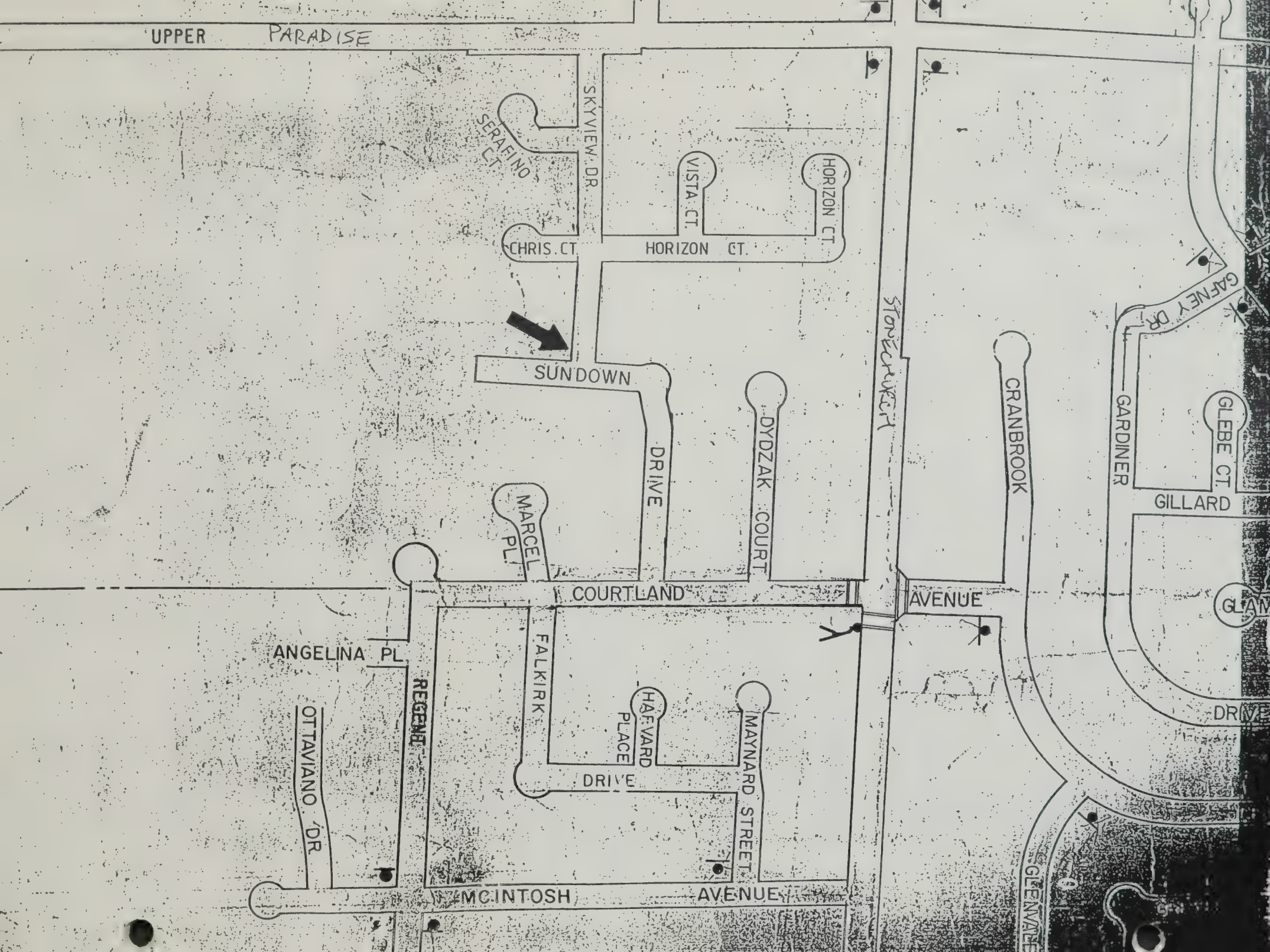
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required sign.

BACKGROUND:

Alderman Tom Murray has advised of a request from an area resident that eastbound stop control be implemented at the intersection of Skyview Drive and Sundown Drive. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported accidents at this location in recent years since this street became a registered street in the City of Hamilton. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that eastbound traffic on Skyview Drive would be required to stop for northbound and southbound traffic on Sundown Drive. Therefore, the Traffic Department concurs with this request.


UPPER PARADISE
SERAFINO CT.
SKYVIEW DR.
VISTA CT.
HORIZON CT.
CHRIS CT.
HORIZON CT.
STONECREST
GAFNEY DR.
SUNDOWN
DRIVE
DYDZAK COURT
CRANBROOK
GARDINER
GLEBE CT.
GILLARD
MARCEL PL.
COURTLAND
AVENUE
ANGELINA PL.
FALKIRK
DRIVE
HAFVARD PLACE
MAYNARD STREET
REGENT
OTTAVIANO DR.
MCINTOSH
AVENUE
GLENVALE

14(e)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 September 12
COMM FILE: TEC-192-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Chris Court/Horizon Court and Skyview Drive - Intersection Control.

RECOMMENDATION:

a) That northbound traffic on Chris Court be required to stop for eastbound and westbound traffic on Skyview Drive; and

b) That southbound traffic on Horizon Court be required to stop for eastbound and westbound traffic on Skyview Drive; and

c) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

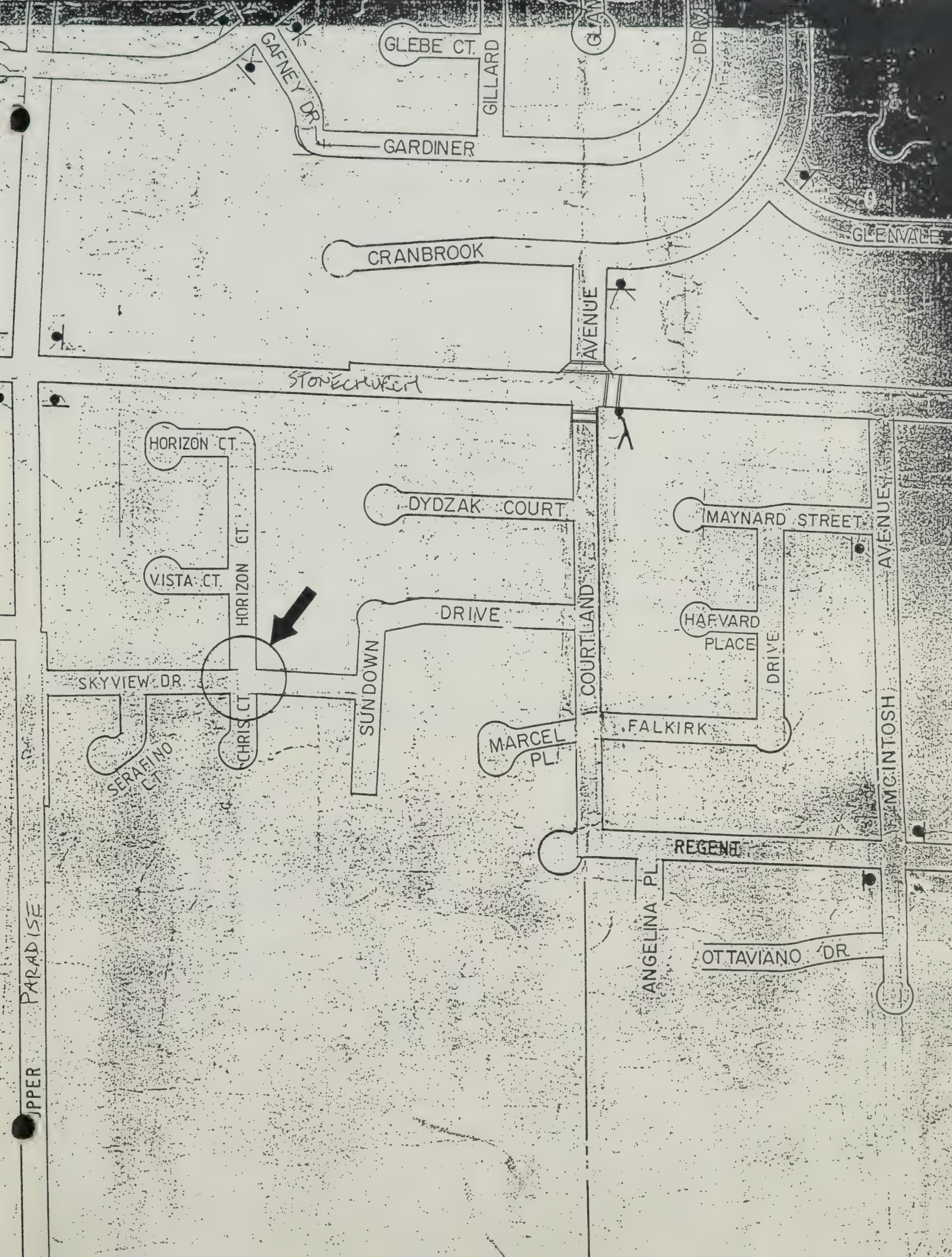
There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department is recommending that stop control be implemented at the intersection of Chris Court/Horizon Court and Skyview Drive. The subject intersection is a four leg intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported accidents at this location since this street became a registered street in the City of Hamilton. However, it has been the policy of the Traffic Department to control all four-leg intersections of two-way streets with two-way stop control, since the application of this program in other neighbourhoods has reduced the accidents at local residential street intersections by approximately 50%.

Therefore, although there has not been a proven accident problem at this intersection, it is appropriate to implement two-way stop control at this intersection, such that northbound traffic on Chris Court and southbound traffic on Horizon Court would be required to stop for eastbound and westbound traffic on Skyview Drive.


GLEBE CT.
GAFNEY DR.
GILLARD
GARDINER
CRANBROOK
AVENUE
STONECHURCH
HORIZON CT.
HORIZON CT.
VISTA CT.
DYDZAK COURT
DRIVE
SUNDOWN
SKYVIEW DR.
SERAFINO CT.
CHRIS CT.
MARCEL PL.
COURTLAND
MAYNARD STREET
HARVARD PLACE
DRIVE
FALKIRK
MCINTOSH
AVENUE
REGENT
ANGELINA PL.
OTTAVIANO DR
PARADISE
UPPER

FOR ACTION

14(f)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 September 13
COMM FILE: TEC-200-88
DEPT FILE: 3-9.4

SUBJECT: Intersection of Limeridge Road East and Upper Kenilworth Avenue - Intersection Control

RECOMMENDATION:

a) That stop signs be erected to control eastbound and westbound traffic on Limeridge Road East at Upper Kenilworth Avenue; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

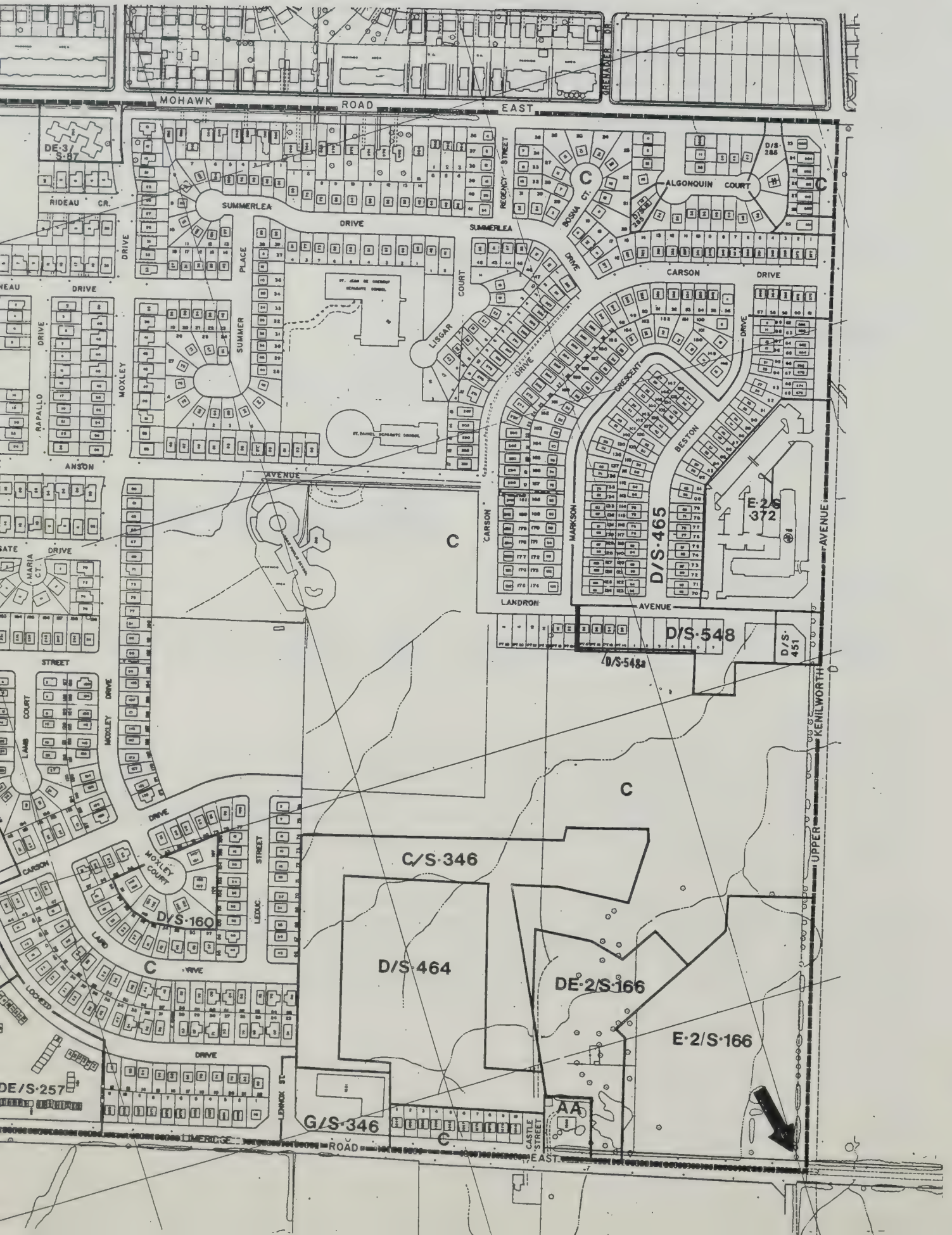
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1988 Traffic Department Operating Budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman John Smith has forwarded to the Traffic Department a copy of a petition signed by approximately 30 area residents, requesting that four-way stop control be implemented at the intersection of Limeridge and Upper Kenilworth. The intersection is a four-leg intersection, and presently, northbound and southbound traffic on Upper Kenilworth is required to stop for traffic on Limeridge.

Traffic Department records indicate that the intersection is operating relatively safely, since there has been an average of only approximately .5 accidents per year at this intersection in the last 7 years. However, the intersection meets the criteria for all-direction stop control at arterial street intersections. Therefore, the Traffic Department concurs with the request.


MOHAWK ROAD EAST
GRENADIER DR.
DE-3/S-87
RIDEAU CR.
SUMMERLEA DRIVE
SUMMERLEA PLACE
REGENCY STREET
BOSNIA CT.
ALGONQUIN COURT
D/S-285
CARSON DRIVE
LISGAR COURT
MOXLEY DRIVE
RAPALLO DRIVE
ANSON AVENUE
BESTON CRESCENT
MARKSON AVENUE
LANDRON AVENUE
D/S-465
E-2/S-372
D/S-548
D/S-548a
D/S-451
KENILWORTH AVENUE UPPER
C/S-346
D/S-464
DE-2/S-166
E-2/S-166
D/S-160
MOXLEY COURT
DE/S-257
G/S-346
AA
CASTLE STREET
LENNOX ST.
ROAD EAST
C

14(h)

CITY COUNCIL
HAMILTON ONTARIO

September 13, 1988.

Mr. R. C. Prowse, Secretary,
Transport & Environment Committee.

Dear Mr. Prowse:

Re: Intersection of Maple Avenue At Graham Avenue South
and Maple Avenue at Wexford Avenue South - Intersection Control.

Please be advised that I would like the matter of the above put on the next Transport and Environment Agenda so that the Committee can address the problem at that time.

I am very familiar with this area and know the density of the traffic and believe this is a legitimate request.

Sincerely,

Geraldine Copps

Geraldine Copps,
Alderman, Ward 4.

GC:njb

c.c.'s Alderman Henry Merling, Chairman,
Transport & Environment Committee.

Mr. Murray Main,
Director of Traffic Services.

Mr. Chas Boecker, Principal,
A. M. Cunningham School,
100 Wexford Avenue South,
Hamilton, Ontario. L8K 2N8.

SEP 2 1988

THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

1988 September 02

Mr. Chas Boecker, Principal
A.M. Cunningham Public School
100 Wexford Avenue South
Hamilton, Ontario
L8K 2N8

Re: Intersections of Maple Avenue at Graham Avenue South
& Maple Avenue at Wexford Avenue South - Intersection Control

Dear Sir:

We refer to your letter dated 1988 August 10, requesting that four-way stop control be implemented at the intersections of Maple Avenue at Graham Avenue South and Maple Avenue at Wexford Avenue South. You advised that approximately 100 kindergarten students from your school will be transferred to Delta Secondary School for a temporary period because of overcrowding. Alderman Dave Christopherson also wrote to us regarding this matter. We have investigated these requests, and have the following report:

1. Intersection of Maple Avenue and Graham Avenue South

Presently, eastbound and westbound traffic on Maple Avenue is required to stop at Graham, and records indicate that this intersection is operating safely since there have no reported accidents at this location in at least the last seven years. Our review of conditions at this intersection reveal that the existing stop signs are well located and readily visible.

There is a traffic signal at the intersection of Main Street East and Graham Avenue South, which is less than a 1000 feet away from the intersection of Maple Avenue and Graham Avenue South. Experience has shown that the erection of stop signs within 1000 feet of a traffic signal creates a conflict for the motorist, in that the motorist "attempting to make the light" fails to observe the stop sign. This could lead to a more serious condition if pedestrians crossing the street expect the motorist to stop, and the motorist fail to stop for the stop sign.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past accident record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at Maple and Graham at this time. In view of the above, the Traffic Department cannot recommend that four-way stop control be implemented at the intersection of Maple and Graham at this time.

CANADIAN FOOTBALL HALL OF FAME 25 YEARS

2. Intersection of Maple Avenue and Wexford Avenue South

Presently, eastbound and westbound traffic on Maple Avenue is required to stop for northbound and southbound traffic on Wexford Avenue South and our records indicate that there have been no reported accidents at this intersection in at least the last seven years. Thus, the intersection is operating safely, and the implementation of four-way stop control cannot improve upon this perfect safety record.

Traffic on Wexford presently stops three of the five intersections between Main Street and King Street (a distance of approximately .8 km) (.5 miles). The nearest stops for traffic on Wexford are at Central and at Main, which are only approximately 150 metres (500 feet) away from Maple, in each direction, and we would consider an additional stop on Wexford at Maple, to be over-restrictive. Research has shown that the use of unwarranted stop signs creates disrespect for the device by the road user and is detrimental to the degree of observance of stop signs in general, thus aggravating an already serious cause of collisions. Also, none of the all-direction stop control criteria are met at this location.

For these reasons, we cannot recommend that four-way stop control be implemented at the intersection of Maple Avenue and Wexford Avenue South.

In summary, we share your concern for the safety of children, but it is our opinion that the implementation of stop signs at the locations you suggested might increase the potential for accidents. Safety at the intersections is related more to the volume of vehicular traffic on the street, and the availability of safe crossing gaps, and to the visibility at the intersection than to the volume of pedestrians crossing. What is safe for one pedestrian is also safe for 100 pedestrians.

We have reviewed the area and found that parking is presently prohibited on the school side of the streets abutting Delta Secondary School and therefore, the visibility of young children in the school block should not be obstructed by parked vehicles. We have issued a work order to erect school warning signs on all of the streets in advance of the school for the temporary period when your students are in attendance at Delta. We would kindly ask to you to advise us when your students no longer attend the school so that the signs may be removed.

We thank you for your interest in this matter of mutual concern.

Yours truly,

Murray R. Main, P. Eng.
Director of Traffic Services

GK/MH/sb

cc: Alderman Christopherson

cc: Alderman Copps ✓ –

cc: Alderman Merling

cc: Mr. R. C. Prowse

FOR ACTION

15(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 22
COMM FILE: TEC-158-88
DEPT FILE: 3-9.3

SUBJECT:

East Side of Bay Street South, South of Markland Street - Corner Clearance.

RECOMMENDATION:

a) That stopping be prohibited on the east side of Bay Street South between Markland Street and a point 90 feet southerly therefrom; and,

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

A representative of the Traffic Department has advised of a visibility obstruction created by parked vehicles on the east side of Bay Street South, south of Markland Street. Presently, there is a "No Stopping, 7:00 a.m.-9:00 a.m." regulation on the west side of Bay Street South and no restrictions apply to the east side of Bay Street South in this area.

A Traffic Department investigator has confirmed that vehicles parked at this location create a sight obstruction for westbound traffic on Markland Street attempting to enter Bay Street. Records indicate that at least one accident has occurred in recent years that can be directly related to the visibility obstruction at the intersection.

The implementation of this corner clearance would result in a loss of approximately three legal on-street parking spaces. However, the Traffic

Department would not anticipate any parking problems resulting, since most of the residential properties in the area have off-street parking available, and parking would still be permitted for the remainder of the block.


HI/S 723a
E-3/S-661
E-3
DE-3
E
D
C
A
C/S (2)
C/S 588
HUNTER STREET WEST
BOLD STREET
DUKE ST.
ROBINSON STREET
CHARLTON AVENUE WEST
HERKIMER STREET
MARKLAND STREET
ABERDEEN AVENUE
HOMEWOOD AVE.
STANLEY AVE.
GLENFERN AVE.
AMELIA ST.
QUEEN ST. SOUTH
CAROLINE ST. SOUTH
BAY STREET
JAMES ST. SOUTH
HESS ST.
BRUCE ST.
HILTON AVE.
RAVENSCLIFFE AVE.
SPRUCEDALE AVE.
YORK BLVD.
UNDERCLIFFE AVE.
GLOUCESTER DRIVE
INGLEWOOD
ST. JAMES PL.
SITE PLAN CONTROL BY-LAW 80-05
JAMES MOUNTAIN RD.
MOUNTAIN BROW CLAREMONT ACCESS
INVERNESS AVE. W.
INVERNESS COURT
INVERNESS CRES.
BARKER AVE.
ROSEDENE
YOUNG ST.
FOREST
AUGUSTA
BECKLEY
CHARLES ST.
MADISON AVE.
PARK

FOR ACTION

15(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 23
COMM FILE: TEC-176-88
DEPT FILE: 3-9.3

SUBJECT:

Intersection of Barton Street West and Ray Street North - Corner Clearance.

RECOMMENDATION:

a) That a stopping prohibition be implemented on the south side of Barton Street West between Ray Street North at a point 72 feet westerly therefrom; and

b) That the City Traffic By-law 66-100 amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

A resident of Ray Street North has requested that a corner clearance be implemented on the south side of Barton, west of Ray, to improve visibility for northbound motorists on Ray attempting to enter Barton.

A Traffic Department investigator has confirmed that vehicles parked at this location create a sight obstruction for northbound traffic on Ray Street. Accident records indicate that in the past six years, one accident can be directly related to a sight obstruction caused by a parked vehicle. Therefore, the Traffic Department recommends that a corner clearance be implemented as a safety measure.

The implementation of this corner clearance would result in a loss of approximately two legal on-street parking spaces. However, the Traffic

Department would not anticipate any parking problems resulting, since most of the residential properties in the area have off-street parking available, and since parking would still be permitted for the remainder of the block.


A/S-569
A/S-569
K
E
TECUMSEH STREET
BARTON STREET WEST
NORTH STREET
SITE PLAN CONTROL BY-LAW 81-107
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 81-023
CRESCENT
KINNELL ST.
YORK BOULEVARD
SITE PLAN CONTROL BY-LAW 80-015
SITE PLAN CONTROL BY-LAW 80-020
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-000
SITE PLAN CONTROL BY-LAW 80-015
SITE PLAN CONTROL BY-LAW 80-082
SITE PLAN CONTROL BY-LAW 81-17
SITE PLAN CONTROL BY-LAW 76-2
TOM STREET
FLORENCE STREET
SUNSET AVENUE
LAMOREAUX STREET
BAKER STREET
HUNT STREET
HEAD STREET
NAPIER STREET
MORDEN ST.
KING STREET WEST
EDISON ST.
HENRY ST.
GEORGE STREET
NELSON STREET
MARKET STREET
QUEEN STREET SOUTH
BOULEVARD
DEVONPORT
INCHBURY
STRATHCONA
DUNDURN
BREADALBANE
LOCKE
MARY
CROOKS
OXFORD
BAY
PEEL
WELLESLEY
PEARL
MARGARET
NEW
H/S-608
H/S-481
H/S-630
H/S-745
H/S-566
H/S-863
H/S-603
H/S-700
H/S-520
H/S-831
H/S-815
H/S-885
H/S-446
H/S-898
E/S-481
E/S-450
A/S-450
D/S-450
D/S-785
D/S-614
E-3/S-386
E-3/S-138
E-3/S-333
G-3/S-898
G-3
CR-2
Lmr-2
S-717a
A
D
E
H
J

FOR ACTION

16(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 August 26
COMM FILE: TEC-86-88
DEPT FILE: 3-9.2

SUBJECT: South side of Brucedale Avenue East, east of East 13th Street - Parking Regulations.

RECOMMENDATION:

(a) That a "Two Hour Parking TIme Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Brucedale Avenue East, commencing at a point 126 feet east of East 13th Street and extending to a point 47 feet easterly therefrom; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Henry Merling has advised of a request by the proprietor of Wentworth Mirror and Glass Co., 308 Brucedale Avenue East, that a "Two Hour Parking TIme Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented in front of his business and also in front of the residential property to the east in order to create a parking turnover for his customers. Presently, there is unrestricted parking on both sides of Brucedale in this area.

Regulations such as this are generally implemented on a block by block basis. However, Alderman Merling has informed us that the proprietors of the other four businesses in this block are opposed to the implementation of the requested regulation in front their businesses. Alderman Merling has also advised that the resident to the east of the applicant's business would not object to having a parking time limit in front of his home. Therefore, the Traffic Department concurs with the request.


WELLINGTON
STREET
UPPER
BRUCEDALE
QUEENSDALE
IVERNESS AVE. E.
ELEVENTH
TWELFTH
THIRTEENTH
FOURTEENTH
FIFTEENTH
SIXTEENTH
SEVENTEENTH
EIGHTEENTH
NINETEENTH
AVENUE
EAST
FENNELL
TRAILER
INVERNESS
SALEM
MOUNTVILLE
INCH PARK
WENTWORTH
TWENTY
FIRST
CROCKETT ST.

FOR ACTION

16(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 September 12
COMM FILE: TEC-138(a)-88
DEPT FILE: 3-9.2

SUBJECT:

East Side of St. Andrew's Drive between the north leg of St. Andrew's Drive and Jennifer Court - Parking Regulations.

RECOMMENDATION:

a) That the "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be rescinded on the east side of St. Andrew's Drive between the north leg of St. Andrew's Drive and Jennifer Court; and

b) The City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

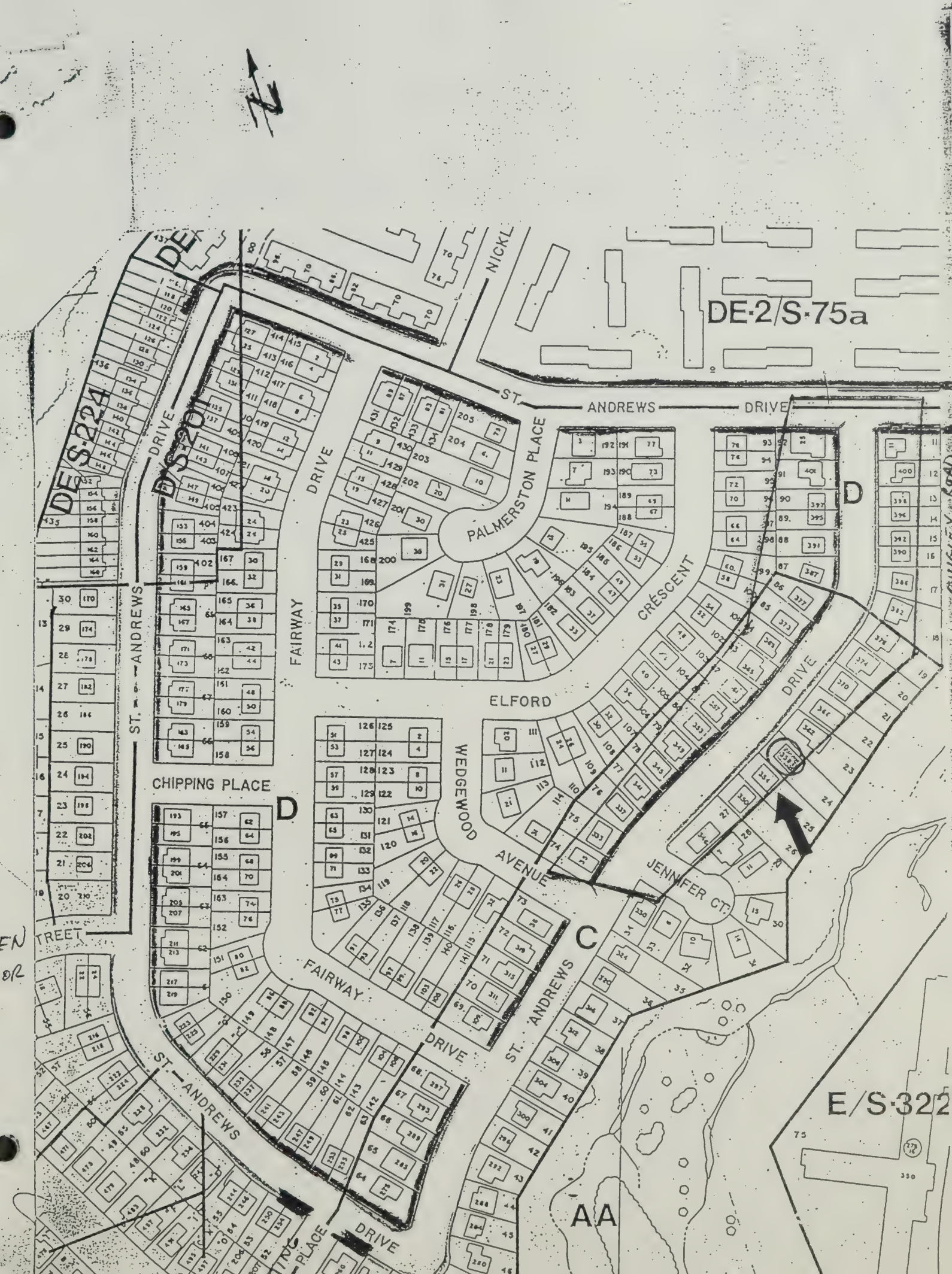
There are sufficient funds available within the 1988 Traffic Department operating budget to cover the cost of removing the existing signs.

BACKGROUND:

In Report TEC-138-88, the Traffic Department reported respecting a petition by residents of St. Andrew's Drive requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the street, because of long-term parking by residents of a townhouse development in the area. Since the petition was signed by a majority of the abutting residents (58%), the Committee, and subsequently the City Council on 1988 July 26, approved the request and the parking time limit signs were erected shortly thereafter.

Following the erection of the signs, the Traffic Department received a second petition requesting that the parking time limit regulation be rescinded and unrestricted parking be restored. The second petition is signed by representatives of 25 of the 36 abutting residential properties (69%) including the signatures of 14 of the residents who signed the original petition

requesting that the time limit parking regulation be implemented. Therefore, since 69% of the abutting residents have signed the petition, the Traffic Department concurs with the request to remove the regulation.


DE-2/S-75a
DE/S-224
D/S-201
ST. ANDREWS DRIVE
PALMERSTON PLACE
CRESCENT
ELFORD
DRIVE
FAIRWAY
CHIPPING PLACE
WEDGEWOOD
AVENUE
JENNIFER CT.
ST. ANDREWS
E/S-322
AA
C
D

FOR ACTION

16(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 26
COMM FILE: TEC-174-88
DEPT FILE: 3-9.2

SUBJECT:

Kerr Street between East 44th Street and Greenmeadow road and East 45th Street between Brucedale Avenue and Kerr Street - Parking Regulations.

RECOMMENDATION:

a) That a "No Parking, 9:00 a.m. to 12:00 noon, Monday to Friday" regulation be implemented on the west side of East 45th Street between Brucedale Avenue and Kerr Street; and

b) That a "No Parking, 9:00 a.m. to 12:00 noon, Monday to Friday" regulation be implemented on the north and south sides of Kerr Street between East 44th Street and Greenmeadow Road; and

c) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

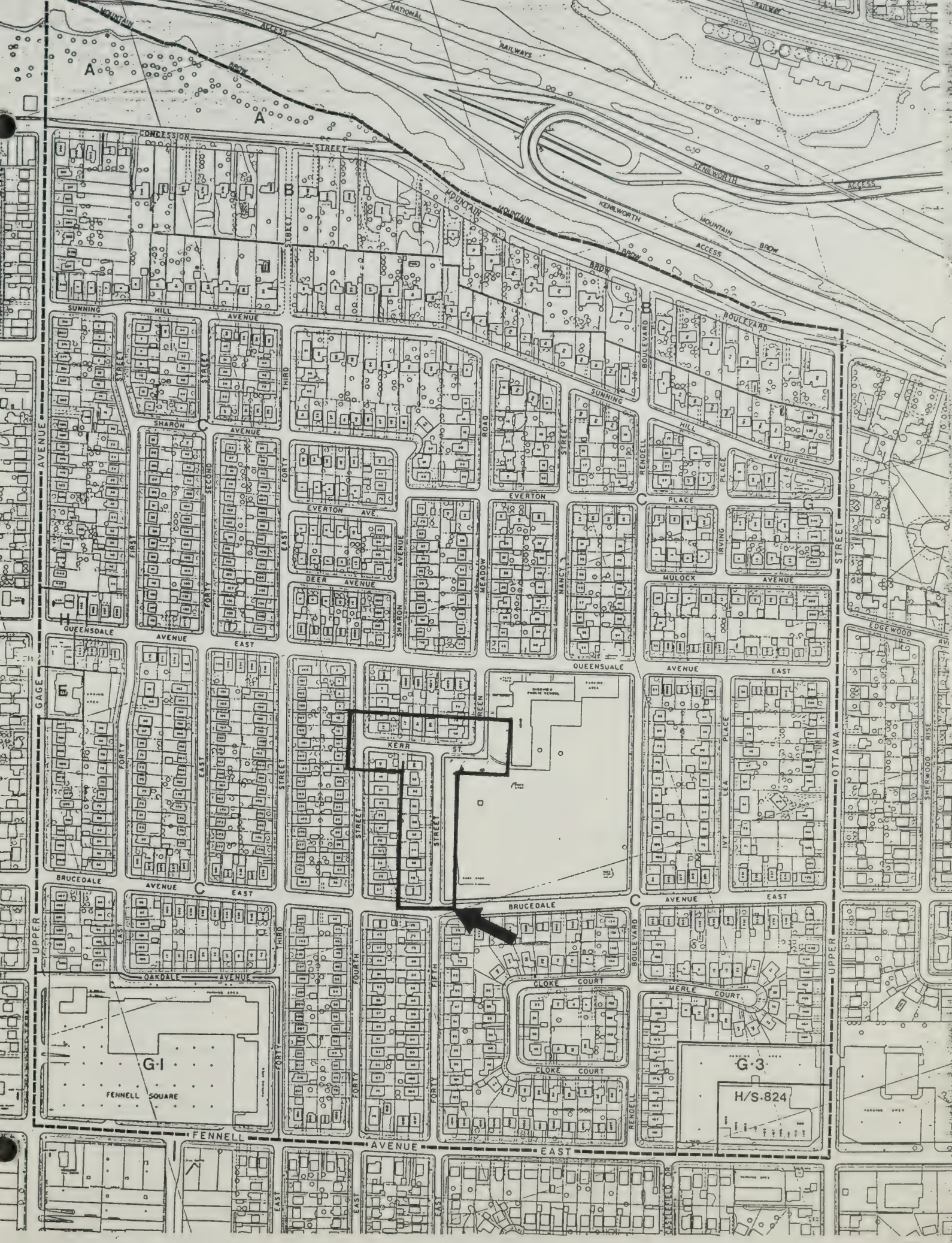
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman John Smith has forwarded to the Traffic Department a petition, signed by representatives of 13 of the 16 abutting homes, requesting that a "No Parking, 9:00 a.m. to 12:00 noon, Monday to Friday" regulation be implemented on the west side of East 45th Street between Brucedale Avenue and Kerr Street and on the north and south sides of Kerr Street between East 44th Street and Greenmeadow Road. Area residents have frequently expressed concern regarding littering and long-term parking by students and employees of the Highview Campus of Mohawk College.

Presently, there is unrestricted parking regulations on both sides of Kerr Street, and East 45th Street has a "No Parking, 7:00 a.m. to 6:00 p.m., Monday - Friday" regulation on the east side of the street, and unrestricted free parking on the west side.

The adjacent residential properties all have off-street parking available, and the implementation of this parking regulation should not create any parking problems for area residents. Therefore, since approximately 81% of the abutting residents have indicated their support for the proposed "No Parking, 9:00 a.m. to 12:00 noon, Monday to Friday" regulation, the Traffic Department concurs with the request.


MOUNTAIN ACCESS
NATIONAL RAILWAYS
KENILWORTH ACCESS
MOUNTAIN BROW
CONCESSION STREET
SUNNING HILL AVENUE
SHARON AVENUE
EVERTON AVE.
DEER AVENUE
QUEENSDALE AVENUE EAST
BRUCEDALE AVENUE EAST
OAKDALE AVENUE
FENNELL AVENUE EAST
BOULEVARD
RENDELL PLACE
MULOCK AVENUE
EDGEWOOD
SHERWOOD RISE
KERR ST.
CLOKE COURT
MERLE COURT
MEADOW ROAD
NANCY
IRVING PLACE
IVY LEA PLACE
FIRST STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
FORTY STREET
GAGE AVENUE
OTTAWA STREET
UPPER
G-1
FENNELL SQUARE
G-3
H/S-824

FOR ACTION

16(d)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 23
COMM FILE: TEC-175-88
DEPT FILE: 3-9.2

SUBJECT:

Oakland Drive between Kenora Avenue and the north/south leg of Oakland Drive-Parking Regulations.

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Oakland Drive between Kenora Avenue and the north/south leg of Oakland Drive, such that parking is prohibited:

- on the north side of the street during the months of December, January, February and March and from the 1st to 15th of April, May, June, July, August, September, October and November; and,

- on the south side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

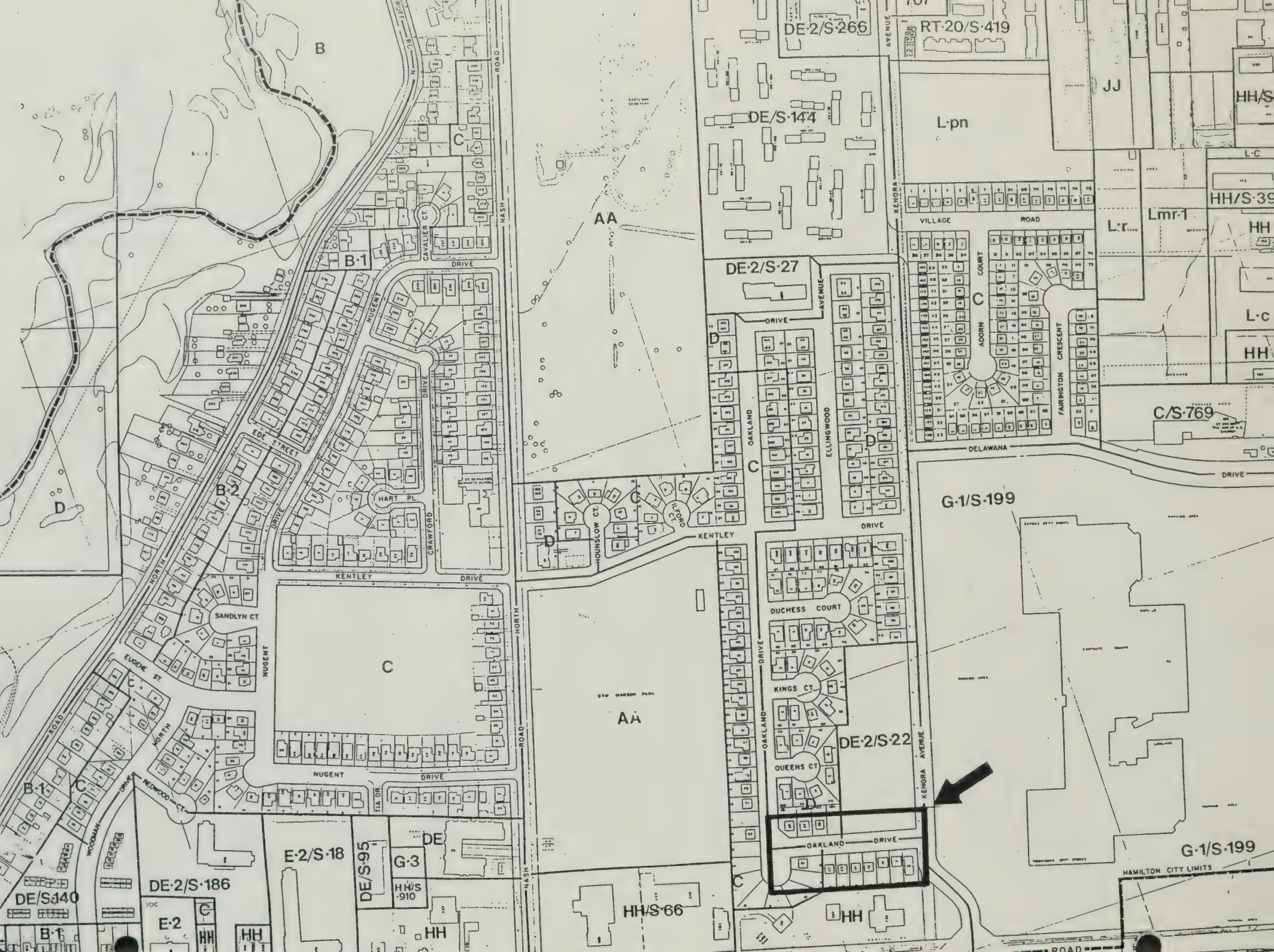
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dominic Agostino has forwarded to the Traffic Department a petition, signed by representatives of 13 of the 16 abutting homes, requesting that an "Alternate Side Parking" regulation be implemented on Oakland Drive between Kenora Avenue and the north/south leg of Oakland Drive. Oakland Drive has a 28 foot pavement width and presently, there is unrestricted free parking on both sides of the street in this area.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate the movement of traffic and driveway movements. Therefore, since 81% of the abutting residents have indicated their support for the proposed "Alternate Side Parking" regulation, the Traffic Department concurs with the request.

Most of the residential properties on the street have off-street parking provided. Therefore, the number of on-street parking spaces need not be a factor in selecting the side on which the winter parking prohibition should be implemented. However, because of the curvature of the roadway, it would be appropriate to prohibit parking on the north side of the street during the winter months.


DE-2/S-266
RT-20/S-419
DE/S-144
L-pn
JJ
HH/S
L-C
HH/S-39
Lmr-1
L-r
HH
DE-2/S-27
VILLAGE ROAD
COURT
ADORN
FAIRINGTON CRESCENT
L-c
C/S-769
DELAWANA
DRIVE
G-1/S-199
KENTLEY
DUCHESS COURT
KINGS CT.
QUEENS CT.
DE-2/S-22
OAKLAND DRIVE
KENORA AVENUE
HAMILTON CITY LIMITS
HH/S-66
HH
DE/S-95
G-3
HH/S-910
E-2/S-18
DE-2/S-186
DE/S-140
E-2
NUGENT DRIVE
SANDLYN CT.
HART PL.
CRAWFORD
CAVALIER CT.
NASH ROAD
EDE STREET
HOUNSLOW CT.
ILFORD CT.
OAKLAND
ELLINGWOOD
AA
B
B-1
B-2
C
D
E

16(e)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 August 24
COMM FILE: TEC-178-88
DEPT FILE:

SUBJECT: West side of Proctor Boulevard, north of Dunsmure Road - Parking Regulations.

RECOMMENDATION:

(a) That a parking prohibition be implemented on the west side of Proctor Boulevard commencing at a point 114 feet north of Dunsmure Road and extending to a point 43 feet northerly therefrom; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

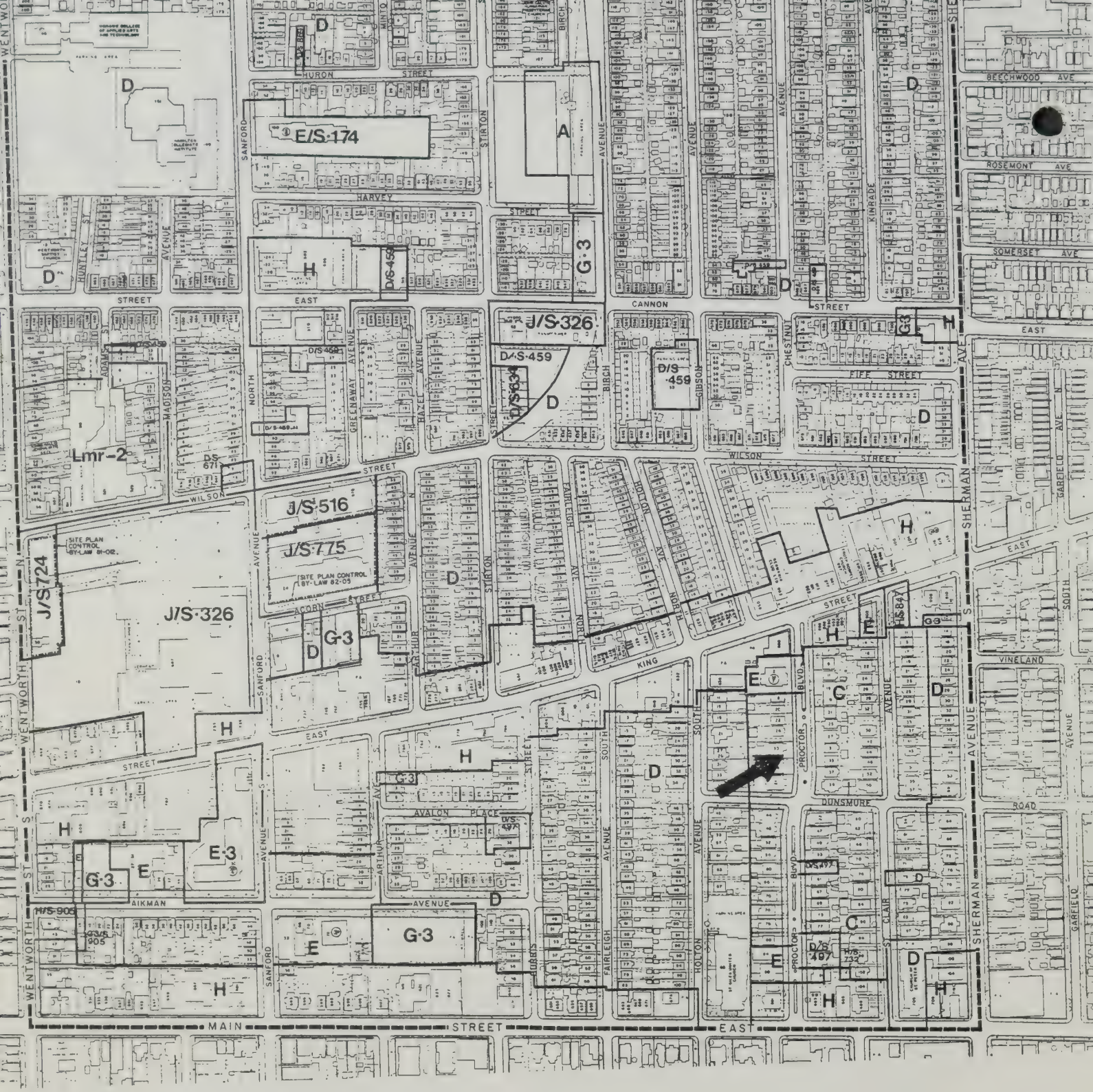
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

BACKGROUND:

The Traffic Department recently received a letter from the office of the Honourable Lincoln M. Alexander, Lieutenant Governor of Ontario, requesting that "No Parking" signs be erected in front of his home at no. 30 Proctor Boulevard in order to allow his security staff to stop their vehicles in front of his home. Presently, there is unrestricted parking on the west side of Proctor Boulevard in this area.

Approval of this request would result in a loss of approximately two on-street spaces directly in front of the Lieutenant Governor's home. Virtually all of the homes in this block have off-street parking provided. Therefore, approval of this request should not create any parking problems for other residents, and the Traffic Department concurs with this request.


E/S-174
J/S-326
J/S-516
J/S-775
J/S-724
J/S-326
Lmr-2
D/S-459
D/S-459
D/S-459
D/S-634
D/S-459
D/S-459
D/S-459

FOR ACTION

1606

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 August 22
COMM FILE: TEC-180-88
DEPT FILE:

SUBJECT: Depew Street between Gertrude Street and the C.N.R. Railway Tracks - Parking Regulations.

RECOMMENDATION:

(a) That a stopping prohibition be implemented on the west side of Depew Street between Gertrude Street and the C.N.R. Railway Tracks; and

(b) That stopping be prohibited on the east side of Depew Street between Gertrude Street and a point 410 feet northerly therefrom; and

(c) That a "Commercial Vehicle Loading Zone" regulation be implemented on the east side of Depew Street commencing at a point 410 feet north of Gertrude Street and extending to a point 251 feet northerly therefrom; and

(d) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a letter from the Manager of Properties for Dofasco requesting that stopping be prohibited on both sides of Depew Street between Gertrude and the C.N.R. Railway Tracks, except for a commercial vehicle loading zone, in order to facilitate access to Dofasco for large vehicles and to improve conditions for pedestrians crossing the roadway in this area. Presently, parking is prohibited on both sides of the street and stopping is prohibited during the morning and evening rush hours on the west side. Also, there are "No Stopping" clearances on the east side north of Gertrude and on both sides south of the railway tracks.

Depew Street has a 28-foot pavement width, and therefore, large vehicles would no doubt encounter difficulties when vehicles are stopped in the "No Parking" areas on one or both sides of this street. Therefore, the Traffic Department concurs with the request.

Dofasco occupies all of the lands abutting both sides of Depew Street in this area except for one residential property which fronts onto Gertrude Street and has a driveway off of Depew Street. Therefore, approval of the requested "No Stopping" and commercial vehicle loading zone should not create any parking problems in this area.



81	80	79
71	72	73
126	35	34

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Contact City Building Department.

CITY OF HAMILTON

INDUSTRIAL SECTOR ZONING

Neighbourhood Boundary

0 100

FOR ACTION

16(g)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 September 2
COMM FILE: TEC-184-88
DEPT FILE:

SUBJECT: West side of Balmoral Avenue North, south of Barton Street East - Parking Regulations.

RECOMMENDATION:

(a) That the existing parking prohibition on the west side of Balmoral Avenue North which commences at a point 141 feet south of Barton Street and extends to a point 71 feet southerly therefrom be shortened, such that the prohibition commences at a point 141 feet south of Barton East and extends to a point 27 feet southerly therefrom; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

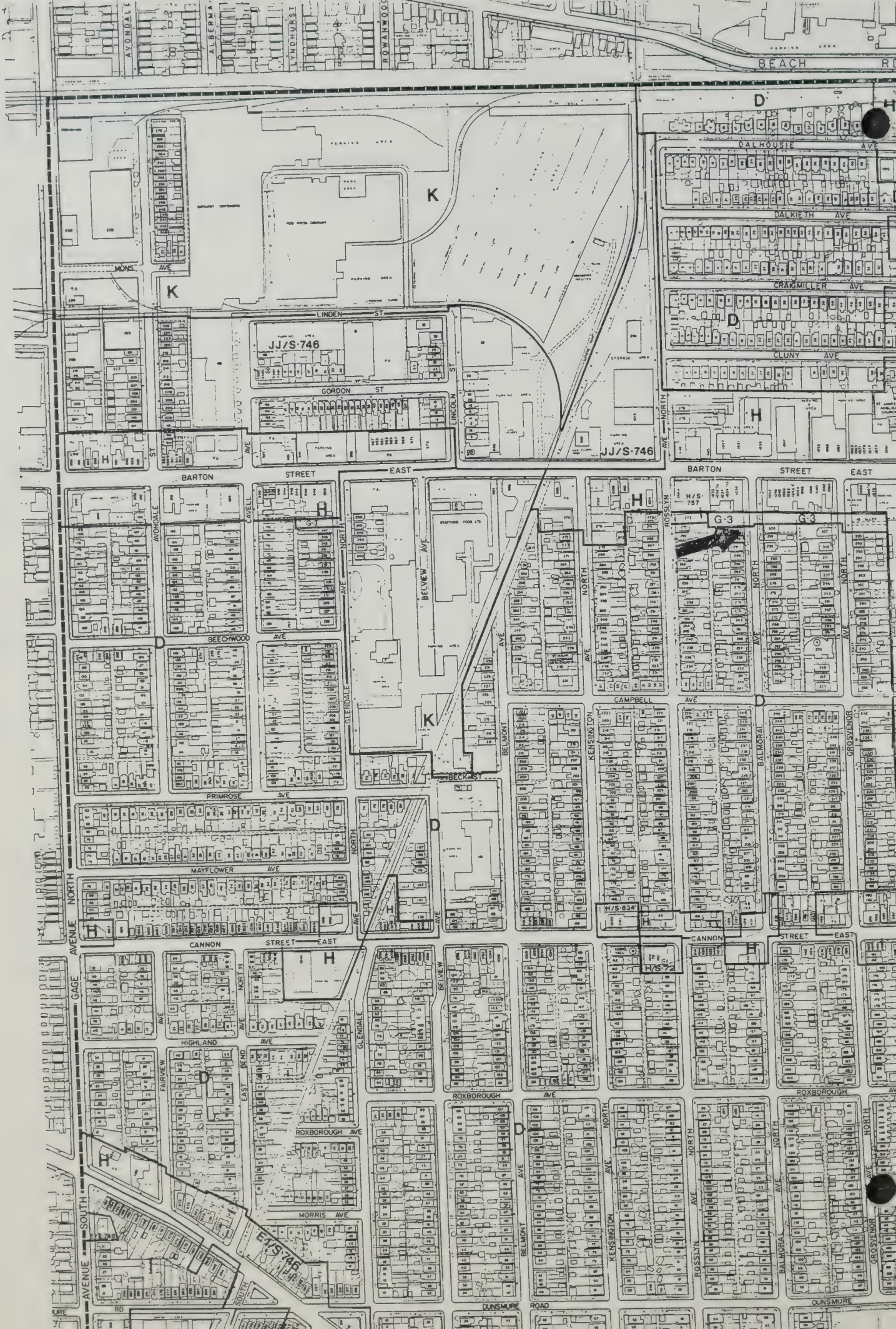
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of revising the signing at this location.

BACKGROUND:

The resident at no. 289 Balmoral Avenue North has asked the Traffic Department to investigate the possibility of removing an existing "No Parking" regulation on Balmoral, south of Barton, in order to provide additional on-street parking for area residents. Presently, there are three metered parking spaces on the west side of Balmoral, south of Barton. Parking is prohibited at all times on the east side of the street opposite the metered parking spaces and also on the west side to the south of the metered parking spaces. The remainder of the block is controlled by an "Alternate Side Parking" regulation such that parking is prohibited on the east side of the street during the winter months.

The "No Parking" area to the south of the parking meters was implemented many years ago in order to provide a clearance between the metered parking on the west side and the "Alternate Side Parking" regulation to the south. However, while these parking prohibitions may be advantageous to traffic movement, they are somewhat overly restrictive. Therefore, the Traffic Department would not object to removing a portion of the parking prohibition on the west side in order to provide an additional two on-street spaces from the 16th to end of each month, April to November, and at all times during the months of December to March.


BEACH
DALHOUSIE AVE
DALKEITH AVE
CRAIGMILLER AVE
CLUNY AVE
LINDEN ST
GORDON ST
JJ/S-746
BARTON STREET EAST
AVONDALE AVE
CAVELL AVE
BEECHWOOD AVE
PRIMROSE AVE
MAYFLOWER AVE
CANNON STREET EAST
HIGHLAND AVE
ROXBOROUGH AVE
MORRIS AVE
DUNSMUIR ROAD
BELVIEW AVE
GLENDALE
ROSSLYN
CAMPBELL AVE
BECK ST
KENSINGTON
BELMONT
BALMORAL
GROSVENOR
H/S-757
H/S-834
H/S-72
E/S-746
E/S-759
GAGE AVENUE NORTH
GAGE AVENUE SOUTH
FAIRVIEW
EAST BEND
NORTH AVE
SOUTH AVE

FOR ACTION

16(h)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 September 12
COMM FILE: TEC-186-88
DEPT FILE: 3-9.2

SUBJECT:

North side of Herkimer Street, west of Queen Street South - Parking Regulations.

RECOMMENDATION:

a) That the existing parking prohibition on the north side of Herkimer Street between Queen Street South and a point 55 feet westerly be extended, such that the regulation extends to a point 75 feet west of Queen Street South; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

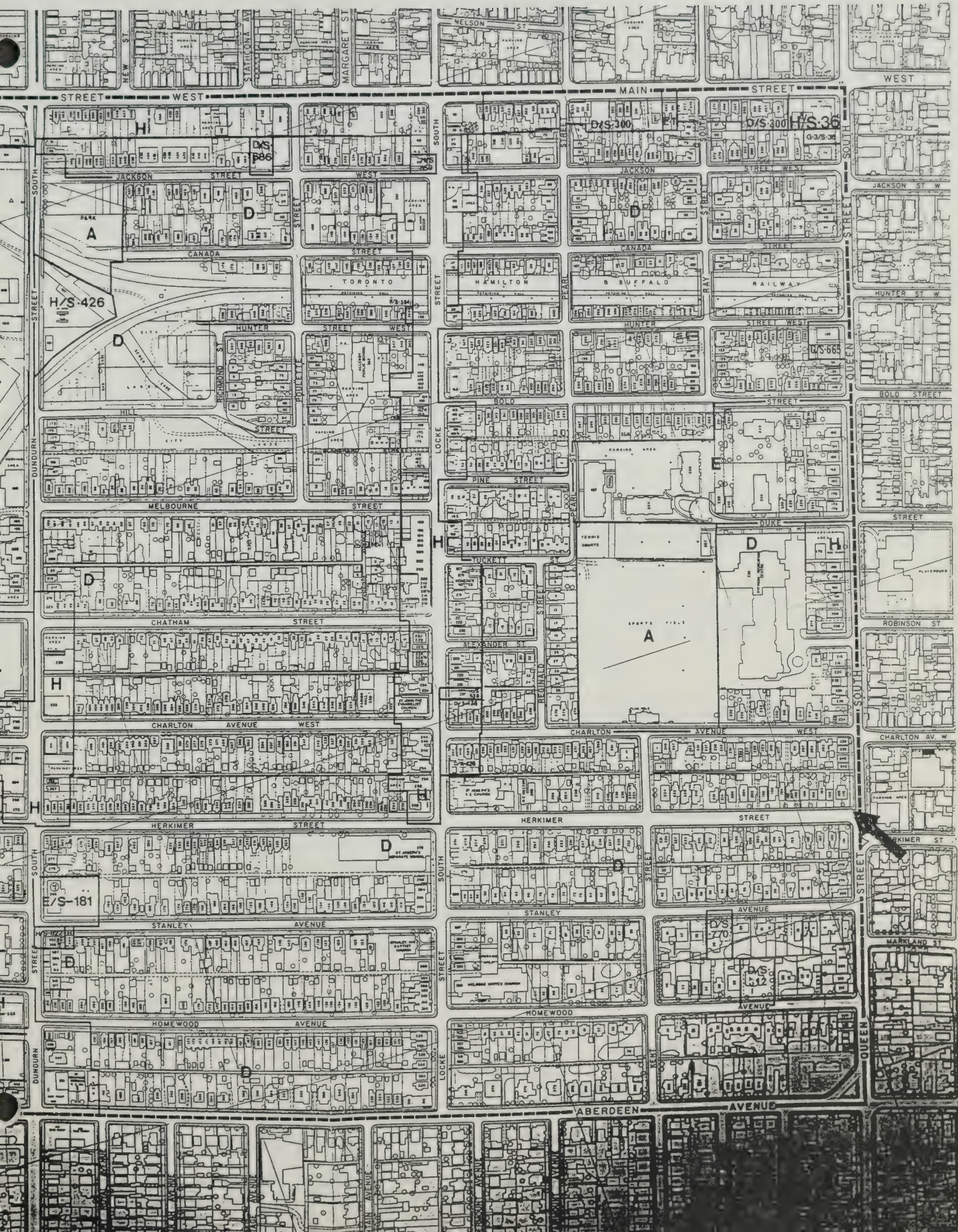
BACKGROUND:

Alderman Mary Kiss recently asked for an investigation into the possibility of extending an existing "No Parking" regulation on the north side of Herkimer Street, west of Queen Street South, across the frontage of the residential property at No. 180 Herkimer. The resident at this address is apparently picked up and dropped off in front of her home several times weekly and a vehicle parked in front of her home interferes with this pedestrian loading activity.

Presently, there is unrestricted parking on the north side of Herkimer in this area except for a parking prohibition between Queen and a point 55 feet westerly. This regulation was previously 75 feet long. However, in 1983, at

the request of former Alderman Petersen, the prohibition was shortened by 20 feet in order to allow one additional vehicle to be parked in this area and this parking space is directly in front of No. 180 Herkimer.

Since the resident at No. 180 Herkimer has a need for a loading space in front of her home, the Traffic Department supports the request to extend the parking prohibition back to its previous length.


MAIN STREET WEST
MAIN STREET
JACKSON STREET WEST
HUNTER STREET WEST
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN AVENUE
CANADA
TORONTO
HAMILTON
BUFFALO
RAILWAY
BOLD STREET
PINE STREET
DUKE STREET
TUCKETT STREET
ALEXANDER ST
JACKSON ST W
HUNTER ST W
ROBINSON ST
CHARLTON AV W
MARKLAND ST
NELSON ST
WEST
NEW ST
STATHCONA AV
MARGARET ST
DUNDURN STREET SOUTH
LOCKE STREET SOUTH
PARK
QUEEN STREET SOUTH
PEARL STREET
REGINALD STREET
RAY STREET
POLICE
CITY HALL
SPORTS FIELDS
TENNIS COURTS
H/S-426
H/S-35
D/S-300
D/S-300
D/S-665
D/S-886
D/S-70
D/S-12
E/S-181
A
D
E
H

FOR ACTION

17.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 August 22
COMM FILE: TEC-179-88
DEPT FILE:

SUBJECT: Elk's Shipping Supplies, 271 Kenilworth Avenue North-
Discharge of Boulevard Parking Agreement.

RECOMMENDATION:

(a) That the existing commercial boulevard parking agreement between the City and Barney, George, and Rose Demopolis and Freda Fotes (Elk's Shipping Supplies) registered as Instrument No. 427425 C.D. to the property at no. 271 Kenilworth Avenue North, be discharged at the property owners' expense; and

(b) That the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement; and

(c) That the property owner be directed to execute a paving agreement and install pre-cast concrete curbing to allow the paving, but not the parking, to remain on the City boulevard of Newlands Avenue adjacent to no. 271 Kenilworth Avenue North.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

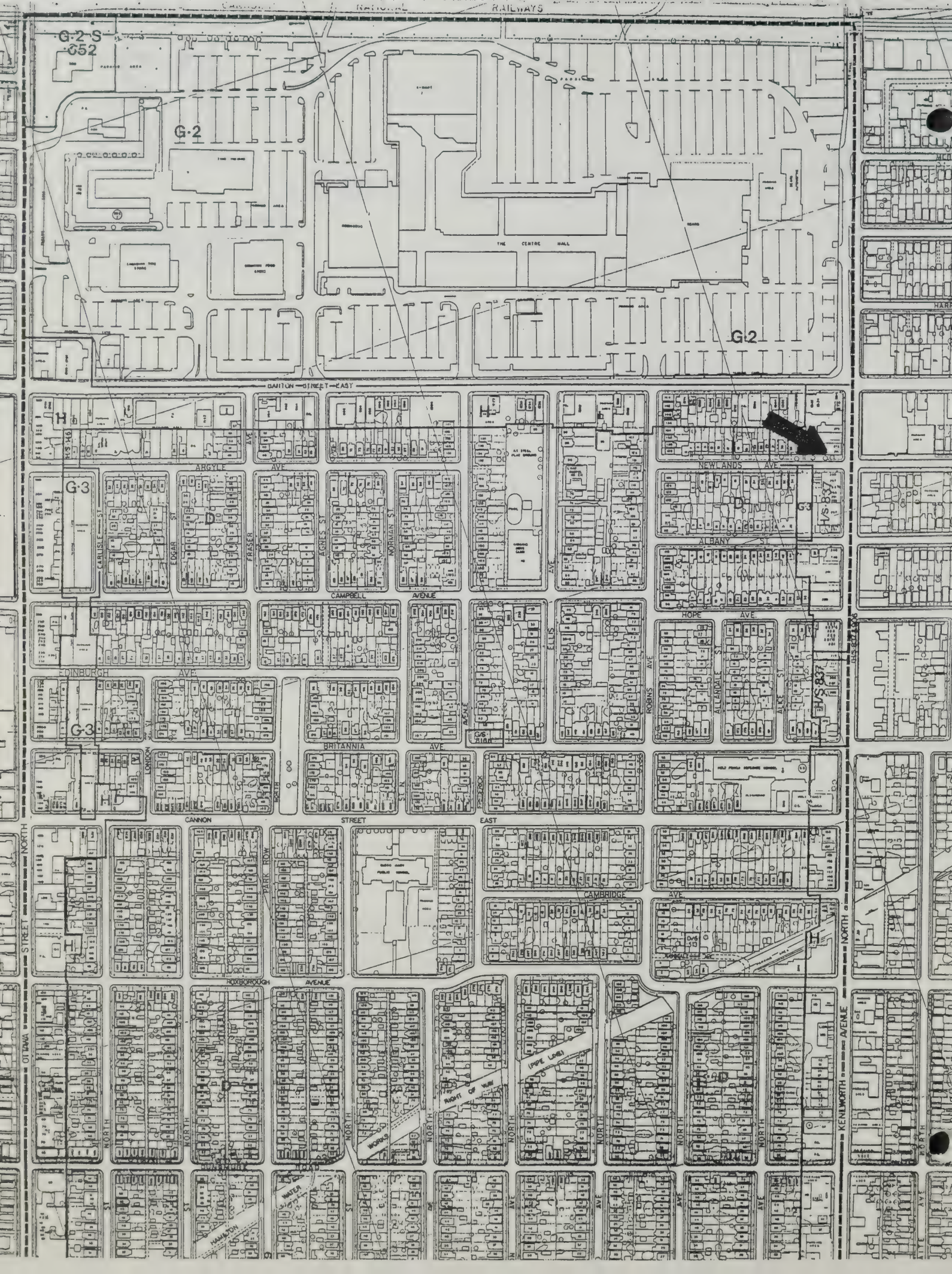
n/a

BACKGROUND:

On 1986 September 30, the City Council approved an application by the owners of Elk's Shipping Supplies, 271 Kenilworth Avenue North, to lease a portion of the City boulevard of Newlands Avenue adjacent to this business to park two vehicles. The agreement was registered in the Land Registry Office on 1987 September 10 as Instrument No. 427425 C.D. However, the property owner did not comply with the conditions of the agreement, since the driveway approach and pre-cast concrete curbing were never installed.

The property owner has now written to the Traffic Department and requested permission to discharge the subject agreement, since they do not wish to go to the expense of complying with the terms of the agreement. The Traffic Department concurs with this request provided that the applicant installs pre-cast concrete curbing to prevent illegal parking on this City boulevard and executes a paving agreement to allow the paving to remain on the boulevard.

cc: Mr. S. Spencer, Commissioner of Engineering
Attn: Mr. J. Clairmont


RAILWAYS
G-2-S
C52
G-2
THE CENTRE MALL
G-2
DANTON STREET EAST
ARGYLE AVE
NEWLANDS AVE
G-3
CARLISLE ST
EDGAR ST
FRASER
AGNES ST
NORMAN ST
CAMPBELL AVENUE
ALBANY ST
HOPE AVE.
EDINBURGH AVE.
ELLIS AVENUE
ROGERS AVE
ALLANDALE ST
H/S 837
BRITANNIA AVE
LONDON ST
CANNON STREET EAST
CAMBRIDGE AVE.
ROXBOROUGH AVENUE
PARK ROW NORTH
OTTAWA STREET NORTH
KENILWORTH AVENUE NORTH
(PIPE LINE)
RIGHT OF WAY
HAMILTON ROAD
WATER
NORTH

FOR ACTION

18(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 September 12
COMM FILE: TEC-185-88
DEPT FILE: 3-10.10

SUBJECT:

South Side of Cambridge Avenue, west of Kenilworth Avenue North - Request for a Loading Zone.

RECOMMENDATION:

a) That parking be prohibited on the south side of Cambridge Avenue between Kenilworth Avenue North and a point 50 feet westerly therefrom; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required sign.

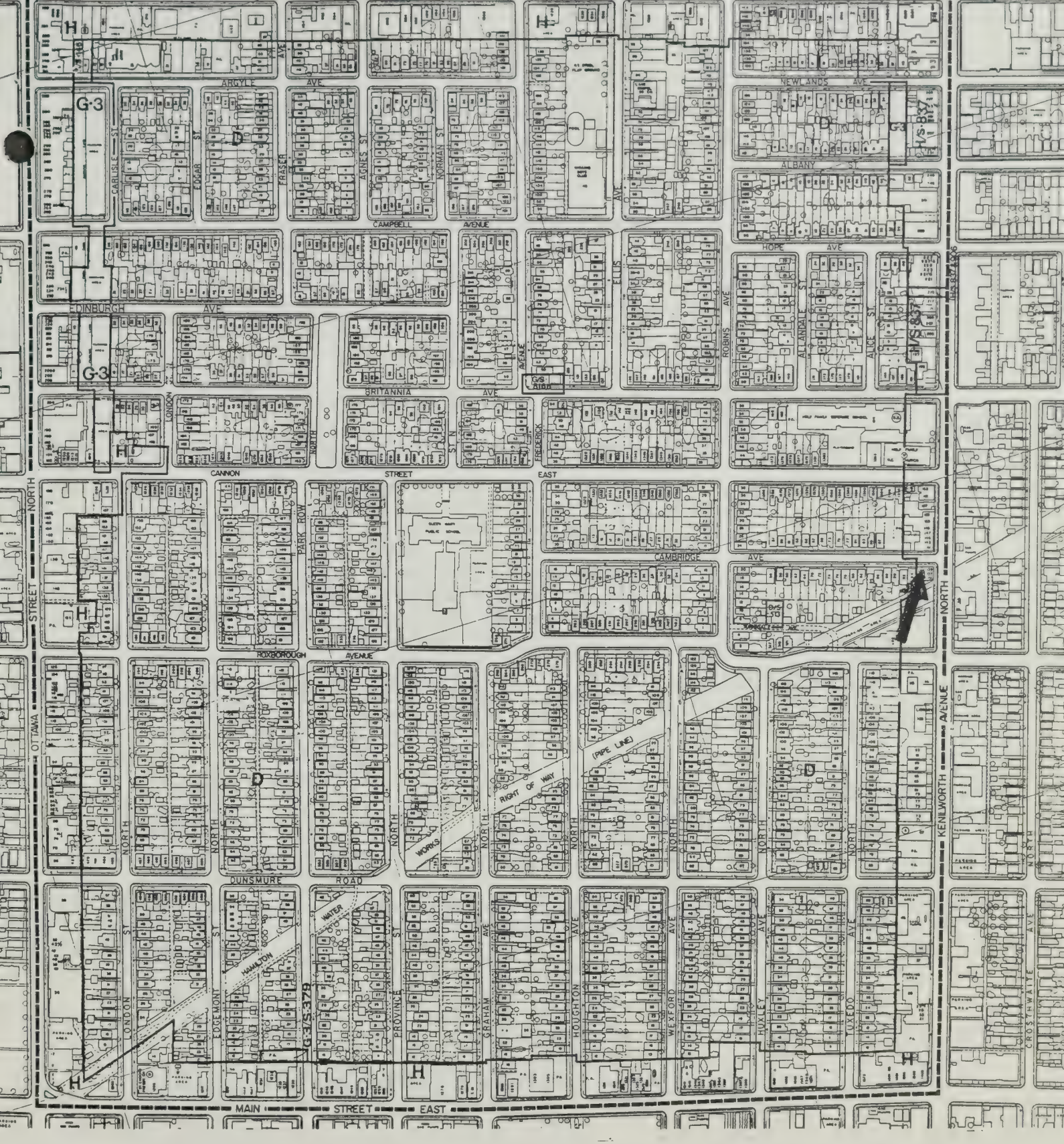
BACKGROUND:

Alderman Dave Christopherson recently advised that he had surveyed the residents of Cambridge between Kenilworth and Frederick and that the majority were in favour of rescinding the existing "Alternate Side Parking" regulation and replacing it with a full-time parking prohibition on the north side of the street and unrestricted parking on the south side in order to maximize the number of available of on-street parking spaces. This proposal was approved by the Transport and Environment Committee and subsequently by the City Council on 1988 July 26th and the parking regulations were revised accordingly shortly thereafter. This change in parking regulations also required the relocation of one double head parking meter from the north side to the south side of Cambridge along the commercial flankage of Kenilworth.

Following the relocation of the two metered parking spaces to the south side, the proprietor of the business at the southwest corner of Cambridge and

Kenilworth requested that the first parking meter west of Kenilworth be removed in order to allow vehicles to be stopped to load and unload on this side of the street immediately adjacent to his business.

The Traffic Department has investigated this matter and concurs with the request. There are two municipal parking lots in this immediate vicinity and the subject parking meter is not generally heavily utilized. Therefore, the loss of one metered parking space in this area should not result in any parking problems for residents or other business fronting on Kenilworth Avenue.



72	73	74
35	34	66
37	36	9

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Contact City Building Department.

CITY OF HAMILTON

CROWN POINT EAST

ZONING

FOR ACTION

18(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 September 12
COMM FILE: TEC-197-88
DEPT FILE: 3-9.7

SUBJECT:

East Side of High Street, north of Brucedale Avenue East - Request for School Bus Loading Zone.

RECOMMENDATION:

a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of High Street, commencing at a point 205 feet north of the north curb line of Brucedale Avenue East and extending to a point 190 feet northerly therefrom; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a letter from the Board of Education for the City of Hamilton requesting the implementation of a school bus loading zone on High Street in front of Sherwood Secondary School. Parking is presently prohibited on High Street in this area.

School buses are permitted to stop to load and unload in the "No Parking" area in front of the school. However, the Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and all vehicular traffic must stop in both directions while loading and unloading is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading is taking place on High Street in front of Sherwood Secondary School, the Traffic Department concurs with the

request for a school bus loading zone at this location, and recommends that the regulation be in effect between the hours of 7:00 a.m. and 6:00 p.m., Monday to Saturday.


ST. JOSEPH'S DRIVE
CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW BOULEVARD
KENILWORTH ACCESS
WOODSIDE DRIVE
WOODCREST DRIVE
OAKCREST DRIVE
ELMHURST DRIVE
DONLEA DRIVE
VALECREST DRIVE
MARGATE AVENUE
EDGEWOOD AVENUE
COMPTON PLACE
WELLWOOD AVENUE EAST
SHERWOOD RISE
PRINCETON DRIVE
HIGH STREET
SOUTHWOOD DRIVE
PINEHURST AVENUE
MORNINGSIDE DRIVE
FENNELL AVENUE EAST
GLENFORD AVE
IOLEWOOD AVENUE
HARDALE CRESCENT
SHIRLEY STREET
UPPER KENILWORTH AVE
KINGS FOREST DRIVE
E/S·2
E·2/S·3
S·722
606a
A
B
B·1
C

19.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1988 September 16
COMM FILE: TEC-195-88
DEPT FILE:

SUBJECT:

New Traffic Operations Building

RECOMMENDATION:

That the Transport and Environment Committee recommend to the Executive Committee;

(i) That the replacement of the Traffic Operations Centre as provided for in the 1988-1990 portion of the 1988-1992 Capital Budget at a gross cost of $6,830,000 of which $2,390,000 is to be funded by the City of Hamilton and $4,440,000 to be funded by the Region, be proceeded with at this time.

(ii) That the City Treasurer recommend to the Executive Committee the method of financing the project.

(iii) That the City owned land containing 8 Acres located along the eastern limit of Upper Ottawa Street, just south of the entrance to the former Upper Ottawa Street Landfill Site be designated as the location for the new Traffic Operations Centre, subject to soil tests (structural, chemical and gas analysis) revealing that the land is suitable for the use intended.

(iv) That the Director of Property be authorized to retain soils consultants to conduct a geotechnical investigation of the City owned land at an estimated cost of $30,000.00.

(v) That the Director of Property be authorized to call for proposals for the design of the new Traffic Operations Centre once the soil tests are completed and the site is determined to be satisfactory for the intended use. The cost for architectural services is estimated to be $300,000.00.

(vi) That in recognition of the financial participation of the Region in the project, and in view of the fact that ownership of the improved property will rest with the City, in the event the City ceases to use the building as a Traffic Operations Centre, the City will compensate the Region for its proportionate share of the original investment in the building applied to the appraised value of the building, exclusive of land, at that time.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

BACKGROUND:

Included in the Capital Budget for the period of 1988 to 1990 is provision for the construction of a new Traffic Operations building. Since the activities conducted in the building will be associated both with City and Regional operations, the approved method of financing has been on the basis of a City share of $2,390,000.00, and a Regional share of $4,440,000.00.

The Executive Committee, at the meeting of 1988 January 28, directed that the review of the alternate site locations for the facility "explore the feasibility of developing the facility in conjunction with an existing or proposed City or Regional public facility ie., works yard, parks depot etc."

After a review of five sites which might be available at this time, the preferred site is a City owned property on the east side of Upper Ottawa Street north of Stonechurch Road, and directly south of the Public Works yard at this location. The abutting property to the north is occupied by a Public Works yard, and the abutting property to the east is occupied by the Hamilton Fire Department training facility. The site is ideal from virtually all points of view, including the following:

- presently owned by the City

- adjacent to a Public Works yard which will allow combined vehicle servicing and maintenance and fuelling facilities

- appropriately zoned M-13

- excellent location for accessibility to principle areas of activity - the property is situated on truck routes (Upper Ottawa Street and Stonechurch Road), and is very close to future interchanges with the east/west Transportation Corridor which will be located at Upper Wentworth Street and at Dartnall Road, thus providing excellent accessibility to all parts of the City and Region

- the size is appropriate, being comprised of a total of approximately eight acres of which three acres are heavily treed with hardwood forest which should be preserved, and one acre is a buffer zone for the Fire Department training facility. The net usable acreage is approximately four acres and the minimum requirement for the facility is approximately three acres

- municipal services extend up to the east property line

- the property has been on the market for sale for seven or eight years, but is not readily marketable because of the relatively small frontage on Upper Ottawa Street and the overall size of the property

- continued City ownership will permit the preservation of the forested area fronting on Upper Ottawa Street, and the possible development of this as a park or picnic site for use by the public.

- the site is well screened from residential areas

The Director of Property has advised that it would be appropriate to conduct soil tests on any of the five sites that are under consideration. Therefore, the results of soil tests should be available prior to a final decision as to the suitability of this site for this purpose.

The City's portion of the total estimated cost of $6,830,000.00, which is a figure of $2,390,000.00, is included in the 1988-1990 Capital Budget, but still requires approval of the Ontario Municipal Board. The Regional portion of the funds are in place and require no further approvals.

cc: Mr. D.W. Vyce
Director of Property

cc: Mr. E. Matthews
City Treasurer

cc: Mr. S. Spencer
Commissioner of Engineering

cc: Mr. J.G. Pavelka
Director of Public Works

cc: Mr. J. Schatz
Secretary, Executive Committee

cc: Mr. R. Martiniuk
Manager, Architectural Division, Property Department

FOR ACTION

20(a)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 August 25
COMM FILE:
DEPT FILE: 65-1.629

SUBJECT:

By-law to Incorporate Block 71, Plan 62M-465 into Twin Crescent

RECOMMENDATION

That City Council enact the attached by-law on September 27, 1988 in accordance with the authorization contained in the 10th Report of the Transport & Environment Committee, Item 21, adopted by City Council on June 28, 1988.

"K. A. Rouff" per: P. Hooker

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

N/A

BACKGROUND

City Council on June 28, 1988, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

20(b)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 August 25
COMM FILE:
DEPT FILE: 65-1.626

SUBJECT:

By-law to Incorporate Block 70, Plan 62M-465 into Acadia Drive

RECOMMENDATION

That City Council enact the attached by-law on September 27, 1988 in accordance with the authorization contained in the 10th Report of the Transport and Environment Committee, Item 21, adopted by City Council on June 28, 1988.

"K. A. Rouff" per: P. Hooker

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

N/A

BACKGROUND

City Council on June 28, 1988, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

21(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 September 13
COMM FILE: 3-11.4
DEPT FILE: S723-44
I.D. 0246D(63)

SUBJECT

Request for Deletion of Sidewalks on Fusilier Drive, Dragoon Drive and Corsica Court, Wellington Chase (Phase 3) Subdivision.

RECOMMENDATIONS

(a) That the request of W. R. Sinclair for the deletion of sidewalks on one side of Fusilier Drive and Dragoon Drive in Wellington Chase (Phase 3) Subdivision be denied; and,

(b) That the request of W. R. Sinclair for the deletion of sidewalks on both sides of Corsica Court be approved since it is in accordance with approved policy.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A.

BACKGROUND

We have received a request from Mr. W. R. Sinclair, on behalf of Wellington Chase Inc. for the deletion of the requirement for sidewalks on one side of Fusilier Drive and Dragoon Drive, and both sides of Corsica Court in the Wellington Chase (Phase 3) Subdivision.

The attached plan shows the areas requested for sidewalk deletion. The sidewalk policy for new subdivisions, which was approved by Council on January 14, 1986 (Item 14 of the Second Report of the Transport and Environment Committee) states:

(a) That sidewalks in new subdivisions shall be installed on both sides of all streets, except as outlined below; and

(b) That sidewalks shall not be mandatory on cul-de-sacs or crescents with thirty or fewer residential units, except when these streets are used for through pedestrian access, in which case there shall be a sidewalk on at least one side;

Cont'd...

Cont'd...

(c) That sidewalks shall be installed on at least one side on cul-de-sacs and crescents with more than thirty residential units; and

(d) That when sidewalks are required on one side only, the side shall be chosen by staff upon consideration of the location of such things as bus stops, schools, parks and commercial sites in the vicinity; and

(e) That in instances where sidewalks are required on one side of a street which has different owners/developers on each side and development of the side with the sidewalk precedes the other side, the City shall bear 50% of the cost of the sidewalk and recover this cost when the other side is developed. When development of the side without the sidewalk precedes the other side, the City shall collect 50% of the estimated cost of the sidewalk, at the time of the execution of the subdivision agreement, and when the sidewalk is built, the City shall bear 50% of the cost of the sidewalk; and

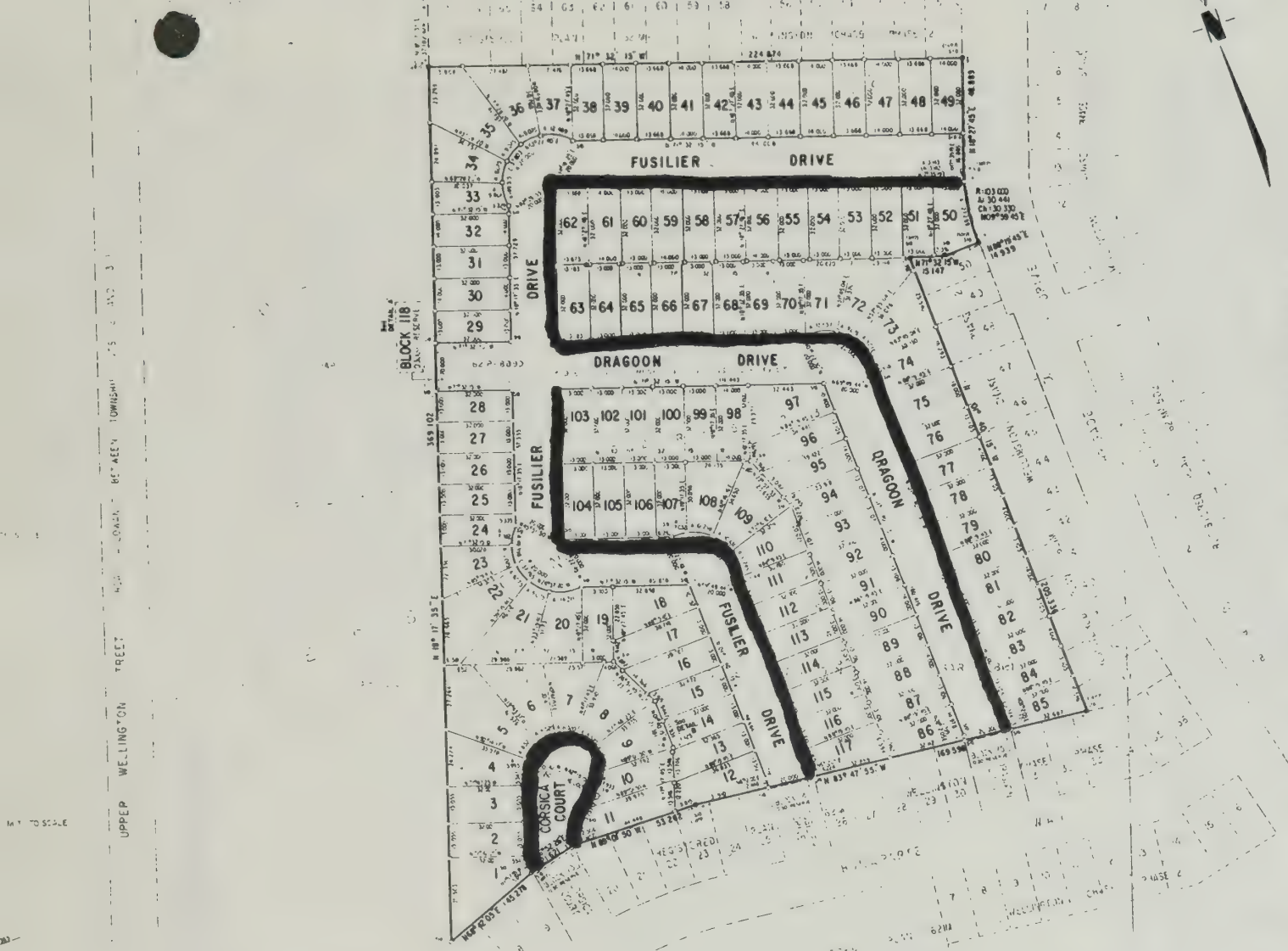
(f) That subdividers agree in their subdivision agreements with the City to inform every prospective lot purchaser of those streets, cul-de-sacs or crescents within the subdivision which do not or will not have sidewalks; and

(g) That underground wiring, street lighting and hydrants shall be installed on the no-walk side of all streets.

NOTE: A crescent shall be defined as a curvilinear street which is connected at each end to the same street and does not have any other streets intersecting it.

Since Fusilier Drive and Dragoon Drive are not crescents as defined in the policy, sidewalks are required on both sides. Since Corsica Court has less than thirty residental units, sidewalks are not required.

RPM:cab.
Encl.



CERTIFICATE OF REGISTRATION

I certify that this Plan 62M- ____ is registered in the Land Registry Office for the Land Titles Division of Wentworth (62) at ____ o'clock on the ____ day of ____, 1987 and entered in the Register for Parcel ____, Section ____ and the required Consents and Affidavits are registered as Plan Document No ____

Land Registrar

THIS PLAN IS COMPRISED OF PART OF PARCEL 11-1, SECTION BARTON 61d SUBJECT TO AN EASEMENT AS PER INST. 319749 ; AFFECTING PART OF LOTS 74 AND 75 PART OF BLOCK 118 AND PART OF DRAGOON DRIVE

PLAN OF

WELLINGTON CHASE (PHASE 3)

BEING A SUBDIVISION OF

PART OF LOT 12, CONCESSION 8

TOWNSHIP OF BARTON
COUNTY OF WENTWORTH
NOW IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON- WENTWORTH

SCALE 1:1000

METRIC

JOHN P. NOUWENS, Ontario Land Surveyor
1988

LEGEND

S I B - DENOTES A 25mm Sq. x 1.22m Long, IRON BAR
I B - DENOTES A 19mm Sq. x 0.61m Long, IRON BAR
C M - DENOTES A CONCRETE MONUMENT
C C - DENOTES A CUT CROSS
FOUND — PLANTED
O U - ORIGIN UNKNOWN
1987 JOHN P. NOUWENS O.L.S.

BEARINGS ARE ASTRONOMIC, AND ARE REFERRED TO THE SOUTHERLY LIMIT OF STONE CHURCH ROAD WHICH HAS A BEARING OF N 71° 24' 15" W, AS SHOWN ON PLAN 62R 1880

ALL 1.30m RESERVES HAVE A PERPENDICULAR WIDTH OF 0.30m

ALL 0.30m RESERVES ARE NOT DRAWN TO SCALE

METRIC NOTE

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

OWNER'S CERTIFICATE

THIS IS TO CERTIFY THAT:

1. LOTS 1 TO 117 INCLUSIVE, THE STREETS NAMELY FUSILIER DRIVE, DRAGOON DRIVE AND CORSICA COURT, AND THE 0.30m RESERVE, NAMELY BLOCK 118, HAVE BEEN LAID OUT WITH OUR INSTRUCTIONS
2. THE STREETS ARE HEREBY DEDICATED AS PUBLIC HIGHWAYS

DATED THIS ____ DAY OF ____

OWNER: WELLINGTON CHASE INC.

July 19/88 — WILLIAM SINCLAIR
July 19/88 — JOHN A. PAREYTE

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE THEREUNDER
2. THE SURVEY WAS COMPLETED ON THE 4th DAY OF JULY, 1988

DATE July 20/88 — JOHN P. NOUWENS, Ontario Land Surveyor

FILE No. - 88243

ASHENHURST NOUWENS LIMITED
PROFESSIONAL ENGINEERS and ONTARIO LAND SURVEYORS
100 JAMES STREET SOUTH, HAMILTON, ONTARIO L8P 4V1
(416) 529-6316
(416) 529-6314
CONSULTATION OFFICE
17th STREET, BOX 315
JORDAN STATION, ONTARIO L0R 1S0
(416) 562-5923

Areas requested for sidewalk deletion

George Sinclair Construction Inc.

505 Kenora Avenue, Building #1, Hamilton, Ontario, Canada L8E 3P2

Phone: 561-9320

August 26, 1988.

Transport and Environment Committee,
City Hall,
Hamilton, Ont.

Attention: Mr. Henry Merling,
Chairman

Dear Sirs:

Re: Wellington Chase (Phase 3) Subdivision
Request re deletion of sidewalks on
Fusilier Dr., Dragoon Dr. and Corsica
Court - Hamilton

Enclosed please find copies of plan, with the requested sidewalk deletion areas highlighted in yellow for your information and reference.

We are requesting permission to appear at your next Committee meeting to review our request for sidewalk deletion, and the reasons for the request since the areas don't quite conform to the regulations due to the street layouts for Phase 3.

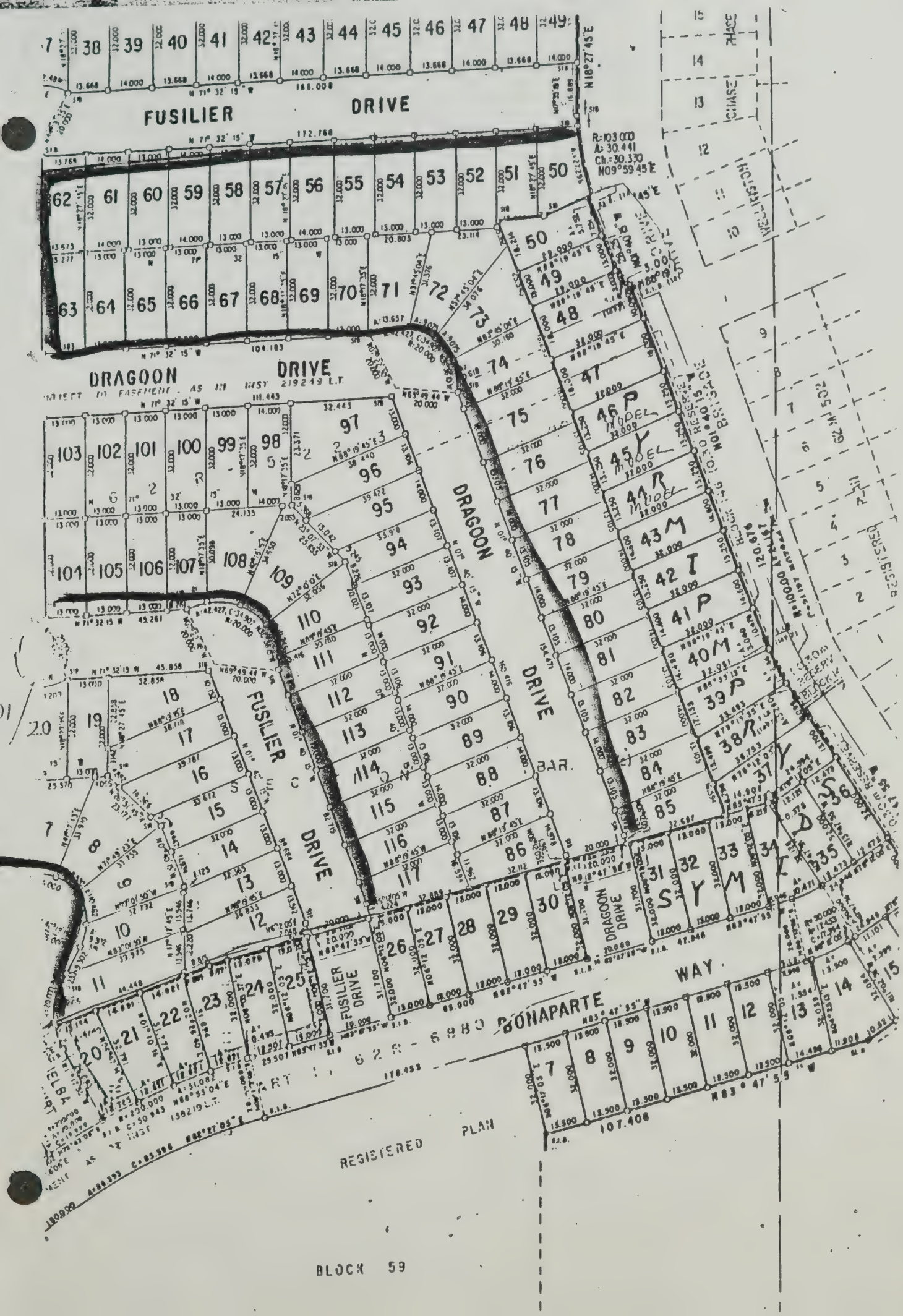
We will be available to appear at the earliest NEXT meeting. Thank you for your attention to our request, I remain

Yours truly,

William R. Sinclair,
for: Wellington Chase Inc.

WRS/me

copies to:
[redacted]
Mr. R.P., Meiers,
Regional Engineering
Mr. K. A. Brenner,
Planning Manager (Environmental)


FUSILIER DRIVE
DRAGOON DRIVE
DRAGOON DRIVE
FUSILIER DRIVE
FUSILIER DRIVE
DRAGOON DRIVE
BONAPARTE WAY
CHASE PLACE
WELLINGTON
REGISTERED PLAN
BLOCK 59

CA4 ON HBL A05
C51T6

Urban Municipal
Collections
Public Library

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1988 September 28

N O T I C E O F M E E T I N G

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1988 October 03
2:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

A G E N D A:

1. Minutes of the Tuesday, September 19, 1988 meeting of the Transport and Environment Committee

DIRECTOR OF PROPERTY

2. Extension of Closing Date - Purchase from Walter Kohlberger part of 977 Queenston Road

CANADIAN FOOTBALL HALL OF FAME
25 YEARS
1963-1988
HAMILTON

3. Exchange of Lands - South-West Corner of Arrowsmith and Centennial Parkway North Sonan Developments Limited - Ironwood Construction Limited.

4. Purchase of Land from the Board of Education Extension of Templemead Drive

DIRECTOR OF PUBLIC WORKS

5. Garbage Collection In Alleys

COMMISSIONER OF ENGINEERING

6. Banner Display Application - "Leeds of Hamilton" - December 26, 1988 to January 02, 1989

7. **To Incorporate Certain City Lands into**

   (a) Templemead Drive

   (b) Independence Drive

8. **Inadvertent Encroachment Agreement**

   (a) 31 Grosvenor Avenue South

   (b) 585 Cannon street East & 40 Chestnut Avenue

   (c) 737 Barton Street East

DIRECTOR OF TRAFFIC

9. **Parking Regulations**

   (a) Mulberry Street between MacNab Street North and Park Street North

   (b) North Side of Delmar Drive between Columbia Drive and Daytona Drive

   (c) Century Street between Steven Street and Wentworth Street North

10. Intersection Control - Intersections of Beston Drive and Landron Avenue and Locheed Drive and Landron Avenue

11. Establishment of Bus Stops

MISCELLANEOUS

12. Truck Noise Affecting Residential Neighbourhood - Alderman Christopherson

13. Maintenance Railway Property - Alderman Agostino (No Copy)

BILLS

14. (a) By-law to close and sell a triangular parcel of road allowance abutting 24 Ravenscliffe Avenue designated at Part 1, Plan 62R-8133.

(b) By-law to Incorporate Part 1, Plan 62R-9553 into Rita Avenue.

DELEGATIONS

15. (a) 267 Bold Street - Request to remove parking from Bold Street - Mrs. Trigiani

(b) 447 Herkimer Street - Residential Boulevard Application - Ms. Nethercott

(c) 37 Cherryridge Close - Fence to be constructed on Road Allowance - Mr. Wityko

(d) Request for Alley Closure - East-West, 1st Alley North of Main Street from Margaret Street to North-South Alley.

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Proposed Closing of Access to Alley - Head & Lamoreaux Street	Oct. 20/87	Mr. Spencer	Awaiting response from applicant
2.	Intersection of Regent and McIntosh Avenue	May 26/87	Ald. Murray	Tabled until further notice - Alderman Murray
3.	Burlington and Mary Street - School Traffic Officers	July 31/87	Ald. Agro	Tabled until further notice - Alderman Agro
4.	Increasing numbers School Traffic Officers	Jan. 04/88	Mrs. Buist	Report Pending
5.	Increasing amount of road re-construction	Jan 04/88	Mr. Spencer	Report Pending
6.	Strathcona Avenue and Florence Street - School Traffic Officer	Jan 18/88	Mrs. Buist	Tabled until further notice - Alderman Kiss
7.	How S.T.O. Studies are Conducted	Jan 18/88	Mrs. Buist	Report Pending
8.	Speed of Trains	Feb 15/88	Council	Tabled by Council January 27, 1987
9.	Alternate Locations to hang banners	Feb 29/88	Mr. Spencer	Report Pending
10.	Local Improvement	April 18/88	Ald. Valeriano	Tabled until Alderman Valeriano approved Province

11.	Petition forms	Sept. 19/88	Mr. Main	Report to follow
12.	Policy re: Sidewalks in New Subdivisions	Sept. 19/88	Mr. Spencer	Report to follow

1.

Monday, September 19, 1988
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman G. Copps, Vice-Chairman
Mayor R. Morrow
Alderman M. Kiss
Alderman V. Agro
Alderman P. Valeriano
Alderman D. Agostino
Alderman T. Murray

Also Present: Mr. J. Pavelka, Director of Public Works
Mr. M. Main, Director of Traffic
Mr. G. Aston
Mr. T. Bradley, Manager of Purchasing
Mr. M. Watson, Property Department
Mrs. Bernice Price, Hamilton Safety Council

Regrets: Alderman P. Cowell (Illness)

The Minutes of the Monday, August 22, 1988 meeting of the Transport and Environment Committee were adopted with the following corrections:

Page 1 under regrets Alderman Agro City Business. Page 25 respecting the vote on the Bell Canada Pole in front of 20 Tracey Place, Alderman Murray did not abstain rather he was counted in the yeas.

Deletion of Sidewalks on Fusilier Drive, Dragoon Drive and Corsica Court, Wellington Chase (Phase 3) Subdivision

With respect to an item dealing with a request for the deletion of sidewalks on Fusilier Drive, Dragoon Drive and Corsica Court, Wellington Chase (Phase 3) Subdivision, Mr. Willian Sinclair appeared before the Committee requesting the requirement for sidewalks on one side of Fusilier Drive and Dragroon Drive be deleted.

After some discussion it was moved by Alderman Merling seconded by Alderman Murray that:

(a) That the request of Mr. W. R. Sinclair for the deletion of sidewalks on one side of Fusilier Drive and Dragoon Drive in Wellington Chase (Phase 3) Subdivision be approved; and

(b) That the request of W. R. Sinclair for the deletion of sidewalks on both sides of Corsica Drive be approved. Carried.

NOTE: The approval of these requests is subject to the terms outlined in the policy approved by Council on January 14, 1986 as item 14 of the Second Report of the Transport and Environment Committee.

It was further moved by Alderman Valeriano seconded by Alderman Copps that the policy respecting the deletion of sidewalks in Subdivisions be reviewed with a view to amending the overall policy. Carried.

NOTE: Voting in opposition were Alderman Murray and Alderman Merling.

Supply and Deliver of a Vehicle Actuated Controllers and Timers

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of a Vehicle Actuated Controllers and Timers for the Traffic Department:

That a purchase order be issued to Econolite Canada Inc., Scarborough in the amount of $25,867.19 for the supply and delivery of Vehicle Actuated Controllers & Timers for the Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE:Lowest of three (3) tenders received. Funds provided in Stock Materials-Signals Account No. 0394-3323.

As there is a long lead time for these controllers, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O.-and that any action taken under this provision to be reported to the next regular meeting of City Council".

Rental of Snow Removal Equipment and Labour for Public Works Department

The Committee approved the following recommendation respecting the Rental of Snow Removal Equipment and Labour for the Public Works Department:

(a) That purchase orders be issued for Rental of Snow Removal Equipment and Labour in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders.

(b) That the term of the agreement be from November 30, 1988 to December 31, 1988, with an option in favour of the City to extend for an additional two one (1) year terms ending April 31, 1991.

Brampton Landfill Site - Authority to Enter

The Committee approved the following recommendation of the Director of Property respecting the Authority to Enter by the Ministry of Transportation the former Brampton Landfill Site:

That the City of Hamilton grant the Ministry of Transportation an Authority to Enter on the former Brampton Street landfill site for soil investigation purposes related to the North-South Freeway Project subject to the following conditions:

In consideration of the Ministry of Transportation:

(a) assuming all risk not previously existing, directly resulting from entry on the said lands by the Ministry, and

(b) assuming all costs and expenses not previously existing directly resulting from any construction, reconstruction, relocation, repair and maintenance of any ground and underground fixtures, installations, devices, pipes, utilities, conduits, buildings or structures occasioned by reason of the construction of the works.

The City hereby authorize the Ministry, its servants and agents to make entry on the said lands as the Ministry may require for soil investigation purposes pertaining to the North-South Freeway Study. the Ministry must restore the said land to its former state.

Sale of Part of the Property at 480 Rymal Road West to 100 Main Street East Limited

The Committee approved the following recommendation of the Director of Property respecting the Sale of Part of the Property at 480 Rymal Road West to 100 Main Street East Limited:

That an Offer to Purchase executed by Mr. A. Frisina, on behalf of 100 Main Street East Limited, on August 19, 1988 and scheduled for closing on November 17, 1988, be approved and completed.

NOTE: Subject property has a frontage along the northerly limit of Rymal Road West of 20.117 metres (66 feet) and is shown as Parts 1 and 2 on Expropriation Plan No. 440182 C.D. It forms part of the property known as 480 Rymal Road West. The purchase price of $22 600 is to be credited to Account No. 0280-12 (Reserve for Services through unsubdivided land). A certified deposit cheque in the amount of $22 200 is being held by the City Treasurer pending approval of this transaction.

It is understood and agreed:

(a) That the subject lands are being acquired by the City through expropriation.

(b) This Offer to Purchase is conditional upon the City obtaining possession of the subject lands on or before the date of closing of this transaction. Otherwise, this Offer shall be null and void and the Purchaser's deposit returned without interest.

(c) That the City is to convey the herein described land to 100 Main Street East Limited to be laid out as a highway and associated One Foot Reserve by a Plan of Subdivision, prepared by the Purchaser to be known as Rymal Estates. 100 Main Street East Limited shall register the said plan on or before September 7, 1989.

(d) i. In the event that the Purchaser does not comply with covenant (3) above, the Purchaser covenants and agrees that, if required by the City, the Purchaser shall sell the subject land to the City of Hamilton free and clear of all charges, encumbrances, liens, claims or adverse interest whatsoever, for the sale price herein, (without any interest) - less (a) the herein deposits; (b) the commission paid (if any) by the City to a Real Estate Agent; (c) arrears of realty taxes (including the local improvement charges), penalty and interest owing on them - and further, improvement charges), penalty and interest owing on them - and further, without increase or compensation for costs of any improvements, additions, alterations, services or structures on, in or under the said lands.

ii. The Purchaser agrees that the deed to him shall include covenants 3 and (d) i. and that shall execute the deed for purposes of these items in favour of the City.

iii. The Purchaser agrees that all of the terms in this Offer to Purchase and its Schedule in favour of the City, shall not merge on closing, but continue in full force and effect, in favour of the City.

(e) That the City's deed to the Purchaser shall be subject to a right-of-way through and across the conveyed land in favour of the City, and the residents of the balance of 480 Rymal Road West, such right-of-way to cease when the land conveyed is laid out as a highway by the said registered plan of subdivision and when the One Foot Reserve portion of the land conveyed is transferred to the City.

Land Exchange for Roadway Purposes in the Barnstown Neighbourhood

The Committee approved the following recommendation of the Director of Property respecting Land Exchange for Roadway Purposes in the Barnstown Neighbourhood:

(a) That an Option to Purchase executed by 428680 Ontario Limited (Principals - Herbert Schreiber, President; Trevor-Garwood Jones, Secretary) on August 16, 1988 and scheduled for closing on or before November 21, 1988 be approved and completed.

NOTE: The subject property is located in the Barnstown Neighbourhood East of Upper Wellington between Stonechurch and Rymal is known as Parts 6, 7 and 8 on Plan 62R-9675 and contains a total area of 1,124.12 square metres (12,100.32 square feet). The purchase price of $1 is to be charged to Account No. 0280-02.

(b) That an Offer to Purchase executed by 428680 Ontario Limited on August 16, 1988 and scheduled to close on or before November 21, 1988 be approved and completed.

NOTE: The subject property is located in the Barnstown Neighbourhood East of Upper Wellington between Stonechurch and Rymal is known as Parts 2 and 3 on Plan 62R-9675 and contains an area of 1,499.3 square metres (16,138.86 square feet). The sale price in the amount of $6 500 is to be credited to Account No. 0280-02. A certified deposit cheque in the amount of $650 is being held by the City Treasurer pending approval of this transaction.

(c) That an Option to Purchase executed by the Board of Education for the City of Hamilton on August 31, 1988 and scheduled to close on or before November 21, 1988 be approved and completed.

NOTE: The subject property is located in the Barnstown Neighbourhood East of Upper Wellington between Stonechurch and Rymal is known as Parts 1 and 2 on Plan 62R-9675 and contains a total area of 1,673.34 square metres (18,012 square feet). The purchase price of $1 is to be charged to Account No. 0280-02.

(d) That an Offer to Purchase executed by the Board of Education for the City of Hamilton on August 31, 1988 and scheduled to close on or before November 21, 1988 be approved and completed.

NOTE: The subject property is located in Barnstown Neighbourhood East of Upper Wellington between Stonechurch and Rymal is known as Parts 5, 6, 7 and 8 on Plan 62R-9675 and contains a total area of 1,763.09 square metres (18,978 square feet).

The sale price of $1 is to be credited to Account No. 0280-02.

The closing of this transaction (c) and (d) above is conditional upon the closing of the following transactions, at the same time, on the same date.

i. 428680 Ontario Limited conveying Parts 6, 7 and 8 on Plan 62R-9675 to The Corporation of the City of Hamilton.

ii. The Corporation of the City of Hamilton conveying to The Board of Education for the City of Hamilton, Parts 5, 6, 7 and 8 on Plan 62R-9675.

iii. The Board of Education for the City of Hamilton conveying to The Corporation of the City of Hamilton, Parts 1 and 2 on Plan 62R-9675.

iv. The Corporation of the City of Hamilton conveying to 428680 Ontario Limited, Parts 2 and 3 on Plan 62R-9675.

Purchase of a One (1) Foot Reserve from Frank Herbert Waterland and Lily Waterland

The Committee approved the following recommendation of the Director of Property respecting the Purchase of a One (1) Foot Reserve from Frank Herbert Waterland and Lily Waterland:

That an Option to Purchase the one (1) foot reserve known as Reserve "A", Registered Plan 943, executed by Frank Herbert Waterland and Lily Waterland, on August 15, 1988 and scheduled for closing on or before November 21, 1988 be approved and completed.

NOTE: The subject property measures 214 feet along the westerly limit of Forbes Street (formerly Franklin Street), by a depth of one (1) foot, shown as Reserve "A", Plan 943. The purchase price of $501 is to be charged to Account No. 0280-12.

Temporary Street Closure Application - Santa Claus Parade

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Temporary Street Closure Application for the Santa Claus Parade on Saturday, November 19, 1988:

That the application of Mr. H. Holt, Chairman of the Hamilton Santa Claus Parade Committee, to temporarily close Catharine Street from Main Street to King Street to hold the Santa Claus Parade from 9:45 a.m. to 11:45 a.m. on Saturday, November 19, 1988, be approved during the pleasure of Council, provided that:

(a) All signing and barricading will be subject to the direction of the Regional Police and at no cost to the City;

(b) Clean-up will be carried out immediately following the parade, at no cost to the City;

(c) The organizing group provide proof of $1 000 000 public liability insurance prior to the event, naming the City of Hamilton as an additional insured party, with a provision for cross-liability, and save the City harmless from all actions, causes of action, interests, claims, demands, costs damages, expenses and loss; and

(d) No property owner within the barricaded area will be denied access to his property upon request.

Banner Display Applications

The Committee approved the following recommendation of the Commissioner of Engineering respecting following applications for Banner Displays:

(a) Heart and Stroke Foundation - February 06 to February 13, 1989 report dated August 31, 1988, file no. T103-37

(b) Metropolitan Hamilton Basketball School - July 24 to July 31, 1989 report dated August 31, 1988, file no. T103-37

(c) Designer Showcase Organization - May 08, to May 15, 1989 report dated August 31, 1988, file No. T103-37

(d) Hamilton Junior Chamber of Commerce - January 16 to January 23, 1989 report dated August 31, 1988, file no. T103-37

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to the approval of the applications for Banner Displays.

Inadvertent Encroachment Agreement Applications

The Committee approved the recommendations of the Commissioner of Engineering respecting the following Inadvertent Encroachment Agreement Applications:

(a) 183-185 Simcoe Street East, report dated August 25, 1988, file no. T103-50(680)

(b) 7 Devonport Street, report dated August 24, 1988, file no. T103-50(679)

(c) 133 Ferrie Street West, report dated August 24, 1988, file no. T103-50(682)

(d) 70 Earl Street, report dated August 24, 1988, file no. T103-50(684)

(e) 2 Rockwood Place, report dated August 24, 1988, file no. T103-50(681)

(f) 86 East Avenue North, report dated August 24, 1988, file no. T103-50(677)

(g) 195 Bold Street, report dated August 24, 1988, file no. T103-50(684)

(h) 82 Clyde Street, report dated August 25, 1988, file no. T103-50(683)

(i) 37 Francis Street, report dated September 07, 1988, file no. T103-50(692)

Plan of Subdivision - Wellington Chase Phase 3, Hamilton

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Plan of Subdivision for Wellington Chase Phase 3, Hamilton:

(a) That the submitted schedules for the estimated cost of services in "Wellington Chase - Phase 3", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.

Plan of Subdivision - Oakdale Estates Phase 2, Hamilton

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Plan of Subdivision for Oakdale Estates Phase 2, Hamilton:

(a) That the submitted schedules for the estimated cost of services in "Oakdale Estates - Phase 2", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;

(b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered; and

(c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and

(d) That the City's Share of the cost of services for the development ($112 426.16) be approved, and that the Executive Committee recommend the source of funding for the project.

Plan of Subdivision - Wellington Chase Phase 1, Stage 3, Hamilton

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Plan of Subdivision for Wellington Chase Phase 1, Stage 3, Hamilton:

(a) That staff be authorized to release Oakdale Estates - Phase 1 notwithstanding the condition that Emperor Avenue be established to its full width, providing that the owner, Wellington Chase Inc. of Wellington Chase - Phase 1, Stage 3 grant the City and Region right to enter upon Emperor Avenue and agree to convey the lands for Emperor Avenue to the City of Hamilton by deed before November 30, 1988, if the plan for Wellington Chase - Phase 1, Stage 3 is not registered by that time.

(b) That the submitted schedules for the estimated cost of services in "Wellington Chase - Phase 1, Stage 3", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.

(c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.

(d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.

Sanexen International Decontamination for a Certificat of Approval to Carry out PCB Decontamination for Hamilton Hydro Sub-Stations

The Committee approved the following recommendation of the Commissioner of Engineering respecting an application by Sanexen International Decontamination for a Certificate of Approval to Carry out PCB Decontamination for Hamilton Hydro Sub-Stations:

(a) That the local Approvals Branch of the Ontario Ministry of the Environment be informed that:

i. The City of Hamilton has no objection to Sanexen International carrying out PCB decontamination for Hamilton Hydro at the Aberdeen, Caroline, East Mountain and Ottawa Sub-Stations, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-laws are complied with fully.

ii. The 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that the proposed work can be carried out on schedule.

(b) That Sanexen International Inc. be permitted to park the PCBD trailer on the road allowances as follows to carry out the required decontamination:

i. Alley between Homewood Avenue and Aberdeen Avenue from Dundurn Street to 150 feet easterly.

ii. East boulevard, sidewalk and curb land on Caroline Street from Market Street to 150 feet southerly.

iii. West boulevard of Ottawa Street from Dalkeith Avenue to 103 feet southerly.

NOTE: The Committee added the following additional clause:

(c) That if provision has not been made by the Ministry of the Environment to advise the area residents of the proposed work to be carried out by Sanexen International, Sanexen International will undertake to make the necessary notification of the area residents.

NOTE: Alderman Kiss wished to recorded as being opposed to this item.

Present on behalf of Sanexen International were Dr. Nasrat Hijazi, General Manager and Lori Anne Pezdirc, PCB Co-Ordinator.

Intersection Control

The Committee approved the following recommendations of the Director of Traffic Services respecting Intersection Control:

(a) That eastbound traffic on Pine Street be required to stop for northbound and southbound traffic on Pearl Street; and

(b) That northbound traffic on Avondale Avenue be required to stop for eastbound and westbound traffic on Gertrude Street; and

(c) That northbound traffic on Glenhaven Drive be required to stop for eastbound and westbound traffic on Cranbrook Drive; and

(d) That eastbound traffic on Skyview Drive be required to stop for northbound and southbound traffic on Sundown Drive; and

(e) That northbound traffic on Chris Court be required to stop for eastbound and westbound traffic on Skyview Drive; and

(f) That southbound traffic on Horizon Court be required to stop for eastbound and westbound traffic on Skyview Drive; and

(g) That stop signs be erected to control eastbound and westbound traffic on Limeridge Road East at Upper Kenilworth Avenue; and

(h) That City Traffic By-law 66-100 be amended accordingly.

Alderman Cooke appeared before the Committee requesting four-way stops at the intersections of Sterling and Dalewood and Sterling and Haddon Avenue North.

Four-way stops at the intersections of Sterling and Dalewood and Sterling and Avenue North

After considerable discussion it was moved by Alderman Kiss seconded by Alderman Agostino that four-way stop controls be implemented at the intersections of Sterling and Dalewood and Sterling and Avenue North. Carried.

Voting in favour of the motion were, Alderman Merling, Alderman Kiss, Alderman Copps, Alderman Agostino. Voting in opposition were, Alderman Agro, Alderman Valeriano.

It was further moved by Alderman Kiss seconded by Alderman Copps that this item be processed as quickly as possible by way of polling the members of City Council in order that it might be considered by Regional Council on Tuesday, September 20, 1988. Carried.

NOTE: Alderman Agro and Alderman Valeriano indicated that they wished to be recorded as being opposed to this motion.

Staff was directed to prepare a report for the next meeting on additional requests in this area of the City to be outlined by Alderman Kiss and Alderman Cooke.

Intersection of Maple Avenue at Graham Avenue South and Maple Avenue at Wexford Avenue South

With respect to an item dealing with the Intersection of Maple Avenue at Graham Avenue south and Maple Avenue at Wexford Avenue South, Intersection Control, Mr. Charles Boecker the Principal of Cunningham School appeared before the Committee requesting four-way stop controls be implemented at these intersections.

After considerable discussion it was moved by Alderman Copps seconded by Alderman Kiss that four-way stop controls be implemented at the Intersections of Maple Avenue at Graham Avenue South and Maple Avenue at Wexford Avenue South. Carried.

It was further moved Alderman Copps and seconded by Alderman Kiss that this item be processed as quickly as possible by way of polling the members of City Council in order that it might be considered by Regional Council at its meeting on Tuesday, September 20, 1988. Carried.

Corner Clearance - East side of Bay Street South, South of Markland Street

The Committee approved the following recommendation of the Director of Traffic Services respecting a Corner Clearance on the East side of Bay Street South, South of Markland Street:

(a) That stopping be prohibited on the east side of Bay Street South between Markland Street and a point 90 feet southerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Corner Clearance - Intersection of Barton Street West and Ray Street North

The Committee approved the following recommendation of the Director of Traffic Services respecting a Corner Clearance at the Intersection of Barton Street West and Ray Street North:

(a) That a stopping prohibition be implemented on the south side of Barton Street West between Ray Street North at a point 72 feet westerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations

The Committee approved the following recommendations of the Director of Traffic Services respecting Parking Regulations:

(a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Brucedale Avenue East, commencing at a point 126 feet east of East 13th Street and extending to a point 47 feet easterly therefrom; and

(b) That the "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be rescinded on the east side of St. Andrew's Drive between the north leg of St. Andrew's Drive and Jennifer Court; and

NOTE: Staff was directed to report back to the Committee on improvements to the petition form.

(c) That a "No Parking, 9:00 a.m. to 12:00 noon, Monday to Friday" regulation be implemented on the west side of East 45th Street between Brucedale Avenue and Kerr Street; and

(d) That a "No Parking, 9:00 a.m. to 12:00 noon, Monday to Friday" regulation be implemented on the north and south sides of Kerr Street between East 44th Street and Greenmeadow Road; and

(e) That an "Alternate Side Parking" regulation be implemented on Oakland Drive between Kenora Avenue and the north/south leg of Oakdale Drive, such that parking is prohibited:

i. on the north side of the street during the months of December, January, February and March and from the 1st to 15th of April, May, June, July, August, September, October and November; and

ii. on the south side of Street from the 16th to the last day of April, May, June, July, August, September, October and November; and

(f) That a parking prohibition be implemented on the west side of Proctor Boulevard commencing at a point 114 feet north of Dunsmure Road and extending to a point 43 feet northerly therefrom; and

(g) That a stopping prohibition be implemented on the west side of Depew Street between Gertrude Street and the C.N.R. Railway Tracks; and

(h) That stopping be prohibited on the east side of Depew Street between Gertrude Street and a point 410 feet northerly therefrom; and

(i) That a "Commercial Vehicle Loading Zone" regulation be implemented on the east side of Depew Street commencing at a point 410 feet north of Gertrude Street and extending to a point 251 feet northerly therefrom; and

(j) That the existing parking prohibition on the west side of Balmoral Avenue North which commences at a point 141 feet south of Barton Street and extends to a point 71 feet southerly therefrom be shortened, such that the prohibition commences at a point 141 feet south of Barton Street East and extends to a point 27 feet southerly therefrom; and

(k) That the existing parking prohibition on the north side of Herkimer Street between Queen Street South and a point 55 feet westerly be extended, such that the regulation extends to a point 75 feet west of Queen Street South; and

(l) That City Traffic By-law 66-100 be amended accordingly.

Boulevard Parking Agreement - 271 Kenilworth Avenue North, Elk's Shipping Supply

The Committee approved the following recommendation of the Director of Traffic Services respecting Discharge of a Boulevard Parking Agreement at 271 Kenilworth Avenue North, Elk's Shipping Supply:

(a) That the existing commercial boulevard parking agreement between the City and Barney, George, and Rose Demopolis and Freda Fotes (Elk's Shipping Supplies) registered as Instrument No. 427425 C.D. to the property at no. 271 Kenilworth Avenue North, be discharged at the property owner's expense; and

(b) That the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement; and

(c) That the property owner be directed to execute a paving agreement and install pre-cast concrete curbing to allow the paving, but not the parking, to remain on the City boulevard of Newlands Avenue adjacent to no. 271 Kenilworth Avenue North.

Loading Zone on the South side of Cambridge Avenue West of Kenilworth Avenue North

The Committee approved the following recommendation of the Director of Traffic Services respecting a Request for a Loading Zone on the South side of Cambridge Avenue West of Kenilworth Avenue North:

(a) That parking be prohibited on the south side of Cambridge Avenue between Kenilworth Avenue North and a point 50 feet westerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

School Bus Loading Zone on the east side of High Street North of Brucedale Avenue East

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Bus Loading Zone on the east side of High Street North of Brucedale Avenue East:

(a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of High Street, commencing at a point 205 feet north of the north curb line of Brucedale Avenue East and extending to a point 190 feet northerly therefrom; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

New Traffic Operations Building

The Committee approved the following recommendation of the Director of Traffic Services respecting a New Traffic Operations Building:

That the Transport and Environment Committee recommend to the Executive Committee;

(a) That the replacement of the Traffic Operations Centre as provided for in the 1988-1990 portion of the 1988-1992 Capital Budget at a gross cost of $6,830,000 of which $2,390,000 is to be funded by the City of Hamilton and $4,440,000 to be funded by the Region, be proceeded with at this time.

(b) That the City Treasurer recommend to the Executive Committee the method of financing the project.

(c) That the City owned land containing 8 Acres located along the eastern limit of Upper Ottawa Street, just south of the entrance to the former Upper Ottawa Street Landfill Site be designated as the location for the new Traffic Operations Centre, subject to soil tests (structural, chemical and gas analysis) revealing that the land is suitable for the use intended.

(d) That the Director of Property be authorized to retain soils consultants to conduct a geotechnical investigation of the City owned land at an estimated cost of $30,000.00.

(e) That the Director of Property be authorized to call for proposals for the design of the new Traffic Operations Centre once the soil tests are completed and the site is determined to be satisfactory for the intended use. The cost for architectural services is estimated to be $300,000.00.

(f) That in recognition of the financial participation of the Region in the project, and in view of the fact that ownership of the improved property will rest with the City, in the event the City ceases to use the building as a Traffic Operations Centre, the City will compensate the Region for its proportionate share of the original investment in the building applied to the appraised value of the building, exclusive of land, at that time.

NOTE: It was understood that as this was a Capital Budget Item it would be referred to the Executive Committee.

BILLS

The following Bills were introduced:

(a) By-law to incorporate Block 71, Plan 62M-465 into Twin Crescent

(b) By-law to incorporate Block 70, Plan 62M-465 into Acadia Drive

(c) By-law to amend By-law 66-100 to Regulate Traffic.

(d) By-law to amend By-law 66-100 to Regulate Traffic.

(e) By-law to amend By-law 66-100 to Regulate Traffic.

There being no further business the meeting was adjourned.

TAKEN AS READ AND APPROVED.

Robert C. Prowse,
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

FOR ACTION

2.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 September 23
COMM FILE:
DEPT FILE: 34.5.1
(4504)

SUBJECT: **Extension of Closing Date - Purchase from Walter Kohlberger part of 977 Queenston Road**

RECOMMENDATION:

(a) That the Option to Purchase agreement dated April 28, 1988 as adopted by City Council on May 10, 1988 as Item 1 of the Eighth Report of the Transport and Environment Committee, be amended by extending the closing date to December 19, 1988.

(b) Time is to remain of the essence of the agreement and all other items and conditions of the agreement are to remain the same.

D. W. Vyce

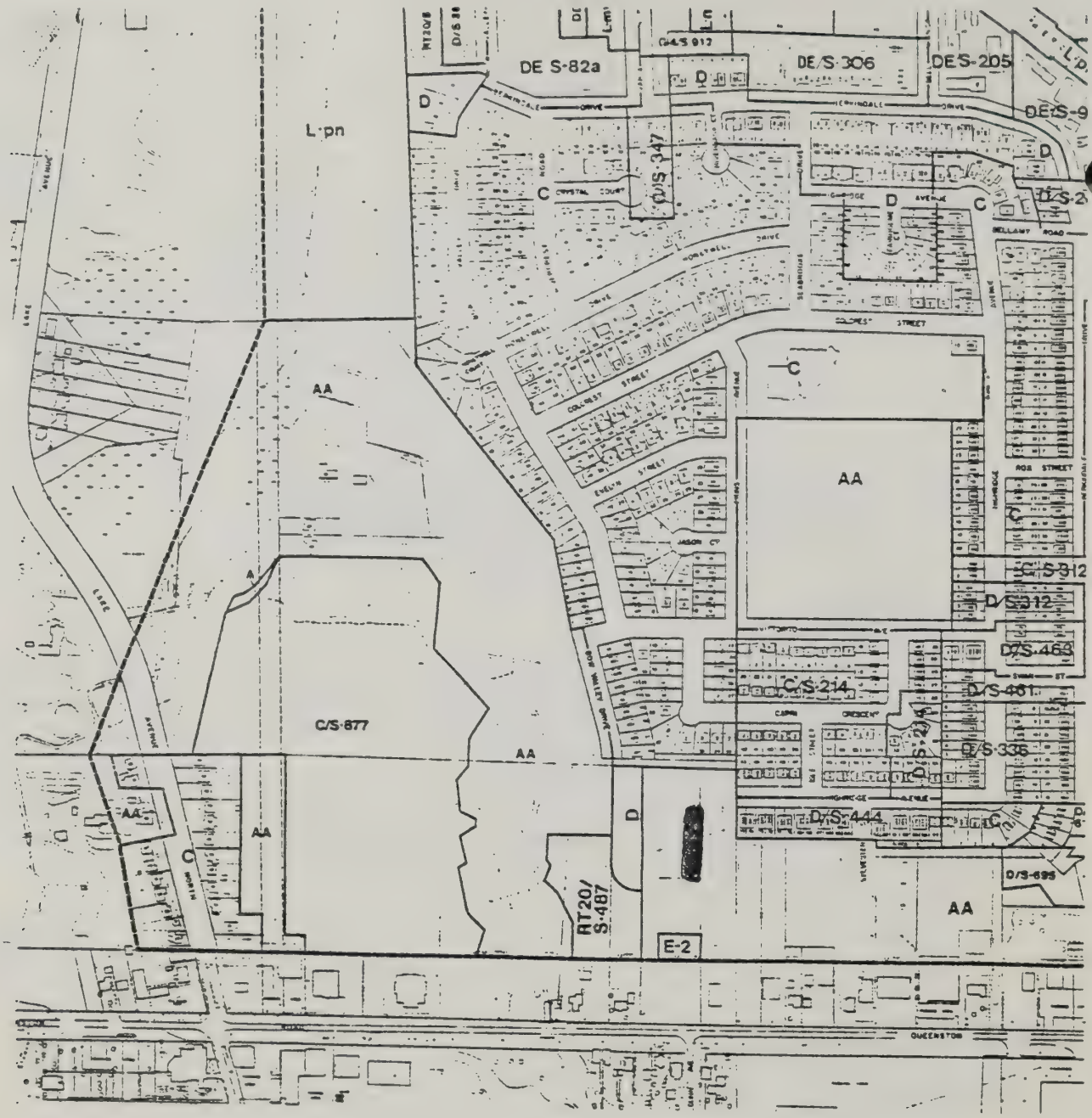
FINANCIAL IMPLICATIONS: *N/A*

BACKGROUND:

Subsequent to the approval of the purchase agreement by City Council, Mr. Kohlberger found himself involved in a legal dispute which prevented him from selling this land to the City. Mr. Kohlberger's solicitor advises that the matter should be rectified by mid November 1988.

In view of the above and the City's desire to acquire the lands for the extension of Bow Valley Drive, this department is prepared to recommend the extension of the closing date to December 19, 1988.

c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. G.S. Spencer, Regional Commissioner of Engineering
Attention: Mr. M. Chidley
Attention: Mr. G. Aston



94 54
115 114

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

Neighbourhood Boundary
Zoning Boundary

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

6408

FOR ACTION

3.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 September 23
COMM FILE:
DEPT FILE: 1.3.304
(4509)

SUBJECT: **Exchange of Lands - South-west Corner of Arrowsmith and Centennial Parkway North Sonan Developments Limited - Ironwood Construction Limited**

RECOMMENDATION:

(a) That an Option to Purchase part of the property known as 315 Centennial Parkway North executed by Sonan Developments Limited and Ironwood Construction Limited on September 21, 1988 and scheduled for closing on December 7, 1988 be approved and completed.

Note: The subject parcel has a frontage along the westerly limit of Centennial Parkway North of 195 feet (59.4 metres) more or less, by a depth of 10 feet (3.04 metres) more or less, shown cross-hatched on the attached plan. The purchase price of $1.00 is to be charged to account #0280-02.

(b) That an Offer to Purchase the City property along the southerly limit of Arrowsmith Road executed by Sonan Developments Limited and Ironwood Construction Limited on September 21, 1988 and scheduled for closing on December 7, 1988 be approved and completed.

Note: The subject parcel has a frontage along the southerly limit of Arrowsmith Road of 210 feet (64 metres) more or less, by a depth of 11 feet (3.6 metres) more or less, containing 1,685.53 square feet (156.59 square metres) more or less, shown cross-hatched on the attached plan. The sale price of $1.00 is to be credited to account #0280-02.

D. W. Vyce

FINANCIAL IMPLICATIONS: N/A

BACKGROUND:

The parcel of land being purchased (1,950 square feet, more or less) is required for future roadway improvements. The parcel of land being sold (1,685.53 square feet, more or less) is surplus to municipal requirements.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor

- Mr. E.C. Matthews, City Treasurer

- Mr. G.S. Spencer, Regional Commissioner of Engineering
  Attention: Mr. H. Groen
  Attention: Mr. M. Chidley

- Mr. V.J. Abraham, Director of Local Planning
  Attention: Mr. J. Sakala

FOR ACTION

4.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 September 26
COMM FILE:
DEPT FILE: 34.21.1
(4505)

SUBJECT: **Purchase of land from the Board of Education**
Extension of Templemead Drive -

RECOMMENDATION:

That an Option to Purchase part of Lot 6, Concession 8, executed by the Board of Education for the City of Hamilton on September 15, 1988 and scheduled to close on or before December 6, 1988 be approved and completed.

Note: The subject parcel of land which is required by the City for the extension of Templemead Drive is composed of part of Lot 6, Concession 8, more particularly shown as Part 1 on Plan 62R-9471 containing an area of 519.46 square metres (5,610 square feet) for the purchase price of $8,344.00 (plus legal fees not to exceed $1,000.00) which is to be charged to account #0280-02.

D. W. Vyce

FINANCIAL IMPLICATIONS:

See above recommendation

BACKGROUND:

The above parcel of land is required by the City for the implementation of the approved Templemead Neighbourhood Plan.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. M. Chidley, Regional Surveyor

5.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport & Environment

FROM: Mr. J. G. Pavelka
Director of Public Works

DATE: 1988 August 17
COMM FILE:
DEPT FILE: 88-2000

SUBJECT: Garbage Collection In Alleys

RECOMMENDATION

(a) That garbage collection in the following alleys cease and that a curb-side street collection be used in its place:

Alley #1 - Alley in the block bounded by Main Street East, King Street East, Emerald Street South and East Avenue South,

Alley #2 - Alley in the block bounded by Robinson Street, Charlton Avenue West, Bay Street South and Caroline Street South,

(b) That staff formally notify the residents affected in person or by written notice of why this change is happening and when it will take effect.

J. G. Pavelka

Mr. J. G. Pavelka, P. Eng.

FINANCIAL IMPLICATIONS
None.

BACKGROUND

The City of Hamilton is constantly upgrading its garbage collection service to reduce costs to the taxpayers.

Part of this effort involves upgrading our packers to handle a heavier load and, therefore, take more garbage per day since more time is spent collecting garbage and less time is spent travelling to and from the dump locations. As a result, our trucks have, over the years, become somewhat larger than before.

Alleyways have always been a tight fit for our packers and, in many cases, it is nearly impossible, or at least very dangerous, to put our vehicles through these alleys considering the configuration of the alleys, snow build-up, debris

On many occasions, our vehicles have damaged fences, garages and poles; to date, there have been no injuries to children or others playing in these alleys.

In addition, use of alleys for garbage collection tends to increase litter, garbage strewn about and often rodents become prevalent with possible health problems from them.

The specific alleys which we are recommending for no garbage collection are listed below with the reasons for our recommendations.

In Alley #1, the alley is entered from the King Street side and, in order to make the turn, our packer must start the turn from the third lane from the south curb and cut across the other two lanes to enter this alley. Our loaders have always assisted in this dangerous practice by attempting to hold up traffic to allow this manoeuvre.

The same problem would exist if the alley were entered from the Main Street side.

Use of this alley for garbage collection should stop in order to prevent the unnecessary exposure of our employees and equipment to the stated hazards.

In Alley #2, there is limited manoeuvering space to make the turn at the "Tee" of the alley and this is usually compounded by cars parking in and adjacent to the alley - making it impossible for the packer to negotiate its way safely through the alley.

Use of this alley for garbage collection should cease because of the frequency that our vehicles are physically unable to make it through the alleyway.

dh/

6.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 September 20
COMM FILE: 3-11.7
DEPT FILE: T103-37
ID#0043D (44)

SUBJECT:

Banner Display Application
December 26, 1988 to January 2, 1989

RECOMMENDATION

That the "Leeds of Hamilton" be permitted to display a promotional banner accross Main Street West, in front of City Hall, from December 26, 1988 to January 2, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"LEEDS Bridal Show '89
Hamilton Convention Centre January 10th and 11th 1989"

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from "Leeds of Hamilton" requesting permission to display a promotional banner accross Main Street, in front of City Hall.

JKC/AB:clc
attach.

cc: H. Reinhold, Department of Public Works

7(a)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 September
COMM FILE:
DEPT FILE: S610-01
S720-19
ID#0043D(36)

SUBJECT:

To incorporate certain City Lands into Templemead Drive

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Parts 10, 11, 12, 13, 14, 15, 16 & 17, Plan 62R-8070 into Templemead Drive.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of the parts mentioned above and it is necessary that these parts be incorporated into Templemead Drive to provide access to Templemead Drive from a Soon-To-Be-Registered Plan of Subdivision abutting on the east and west (to be known as Templemead Gardens).

HS:clc

7(b)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 September 2
COMM FILE:
DEPT FILE: S610-01
S720-19
ID#0043D (35)

SUBJECT:

To Incorporate Certain City Lands into Independence Drive

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a by-law to incorporate Parts 18, 19, 20 and 21, Plan 62R-8070 into Independence Drive.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of the parts mentioned above and it is necessary that these parts be incorporated into Independence Drive to provide access to Independence Drive from a Soon-To-Be-Registered Plan of Subdivision abutting and to the east (to be known as Templemead Gardens).

HS:clc

8(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 September 06
COMM FILE: 3-11.5
DEPT FILE: T103-50(687)
I.D. 0246D(72)

SUBJECT

Inadvertent Encroachment Agreement
31 Grosvenor Avenue South.

RECOMMENDATION

That the application of Mr. E. Fedak, Solicitor on behalf of the present owners of 31 Grosvenor Avenue South, Bogdan and Jennifer Ilic, to retain the inadvertent encroachments consisting of:

i) wooden steps, 1.13m X 1.32m; and,
ii) 2-1/2 storey brick house, 0.08m X 1.06m

be approved during the pleasure of City Council, provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege; and,

c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation"

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

Cont'd...

Cont'd...

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:cab.

c.c. L. Farr, City Solicitor's Department

8(b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 September 1
COMM FILE: 3-11.5
DEPT FILE: T103-50(693
ID#0043D (50)

SUBJECT:

Inadvertent Encroachment Agreement - 585 Cannon Street East & 40 Chestnut Avenue

RECOMMENDATION

That the application of Mr. K. Godin, owner of 585 Cannon Street East & 40 Chestnut Avenue to retain the inadvertent encroachment consisting of a fire escape measuring .375m x 7.92m x 6.32m, be approved during the pleasure of City Council provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $105.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign ad execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

Inadvertent Encroachment Agreement - 585 Cannon Street East & 40 Chestnut Avenue

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:jd

cc: L. Farr, City Solicitor's Dept.

8(c)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 September 21
COMM FILE: 3-11.5
DEPT FILE: T103-50(691)
ID#0043D (53)

SUBJECT:

Inadvertent Encroachment Agreement
737 Barton Street East

RECOMMENDATION

That the application of Mr. Jae Hwang, owner of 737 Barton Street East, to retain the inadvertent encroachments consisting of:

i) Chimney, 0,36m x 0.23m;and,
ii) Exhaust Duct, 0.76m x 0.36m

be approved during the pleasure of City Council, provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims demands, costs, damages, expenses and loss;

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege; and,

c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation"

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

Cont'd...

Cont'd...

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:jd

cc: L. Farr, City Solicitor's Department

FOR ACTION

9(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 September 22
COMM FILE: TEC-183-88
DEPT FILE: 3-9.2

SUBJECT:

Mulberry Street between MacNab Street North and Park Street North - Parking Regulations.

RECOMMENDATION:

a) That a "One Hour Parking Time Limit" regulation to be in effect 24 hours a day, seven days a week, be implemented on both sides of Mulberry Street between MacNab Street North and Park Street North; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

Alderman Vince Agro has forwarded to the Traffic Department a petition signed by representatives of 10 of the 11 residential properties abutting Mulberry Street between MacNab and Park Streets requesting that a "One Hour Parking Time Limit" regulation be implemented on Mulberry in front of their homes. Presently, there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side and unrestricted parking the south side in this block.

The implementation of the requested regulation would eliminate long term non-resident parking. Area residents of one, two and three family dwellings would be entitled to purchase permits to exempt their vehicles from the signed

parking time limit. Therefore, since approximately 91% of the abutting residents have signed the petition, the Traffic Department concurs with the request.

The existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation would remain on the north side of the street, but parking during other times would be limited to the one hour duration.


STUART STREET
BARTON STREET WEST
WINDSOR STREET
SHEAFFE STREET
MULBERRY STREET
CANNON STREET WEST
VINE STREET
YORK BOULEVARD
PETER STREET
NAPIER STREET
MARKET STREET
KING STREET WEST
MURRAY ST
COLBOURNE STREET
ROBERT ST.
REBECCA
WILSON ST
KING WILLIAM
QUEEN STREET
JAMES STREET NORTH
BAY STREET
HESS STREET
MACNAB
PARK
CAROLINE
HARRIET
MILL
MCNEIL ST
SEVEN
TIFFANY
STRACHAN STREET W
MURRAY ST E
BARTON ST. E
KING ST.
JJ/S-450
D/S-910
H/S-745
H/S-481
H/S-771
H/S-731
H/S-523
H/S-436
H/S-663
G-3/S-277
CR-3/S-871
CR-3/S-481
CR/3-S777a
CR-3
CR/3-777a
E-3
E-3/S-545
I/S-532
L-C
H
D
K
J

FOR ACTION

9(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 September 26
COMM FILE: TEC-205-88
DEPT FILE: 3-9.2

SUBJECT:

North Side of Delmar Drive between Columbia Drive and Daytona Drive - Parking Regulations.

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 9:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on the north side of Delmar Drive between Columbia Drive and Daytona Drive; and

b) That the City Traffic By-law 66-100 be amended accordingly.

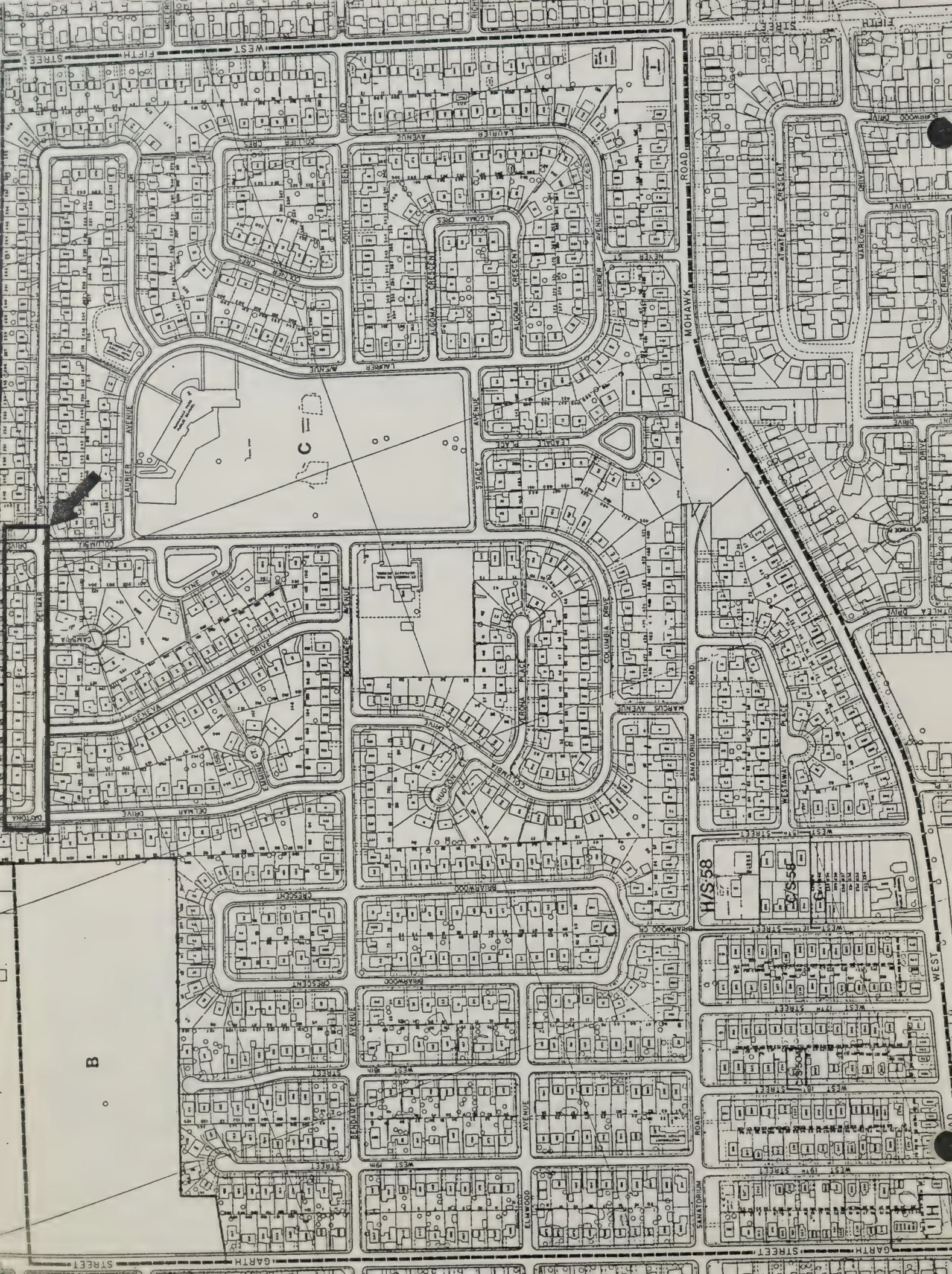
Mark B. Hazell for MFM.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Murray has forwarded to the Traffic Department, a petition signed by representatives of 7 of the 13 residential properties on Delmar Drive in the block between Columbia Drive and Daytona Drive, requesting that a "One Hour Parking Time Limit, 9:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on the north side of the street, because of long-term parking by students of Mohawk College. Presently, there is a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of the street in this area. However, concerns have been expressed that the two hour limit does not entirely eliminate long-term parking by Mohawk College students. Therefore, since 54% of the abutting residents have indicated that they agree to the change, the Traffic Department concurs with the request.


WEST
FIFTH
STREET
MOHAWK
ROAD
LAURIER
AVENUE
SOUTH
BEND
ROAD
COLLIER
CRES.
ALGOMA
CRESCENT
LAURIER
ST.
STACEY
AVENUE
FAMILE
AVE.
C
COLUMBIA
DRIVE
TYNE
DRIVE
GENEVA
DRIVE
CRESCENT
EMMETT
CT.
VERONA
PLACE
HUDSON
DRIVE
COLUMBIA
DRIVE
MARCUS
AVENUE
SANATORIUM
ROAD
WESTMAN
PLACE
BRIARWOOD
CRESCENT
BRIARWOOD
CR.
H/S 58
C/S 58
B
BENDAMERE
AVENUE
ELMWOOD
AVENUE
SANATORIUM
ROAD
H
EIGHTH
STREET
AYWATER
CRESCENT
WARLOWE
DRIVE
SILVERCREST
DRIVE
BERMUDA
DRIVE
GARTH
STREET

FOR ACTION

9(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 September 26
COMM FILE: TEC-206-88
DEPT FILE: 3-9.2

SUBJECT:

Century Street between Steven Street and Wentworth Street North - Parking Regulations.

RECOMMENDATION:

a) That, in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 7:00 a.m. to 11:00 p.m., Monday to Friday" regulation be implemented on both sides of Century Street between Steven Street and Wentworth Street North; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Martin B. Hazell for MFM.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

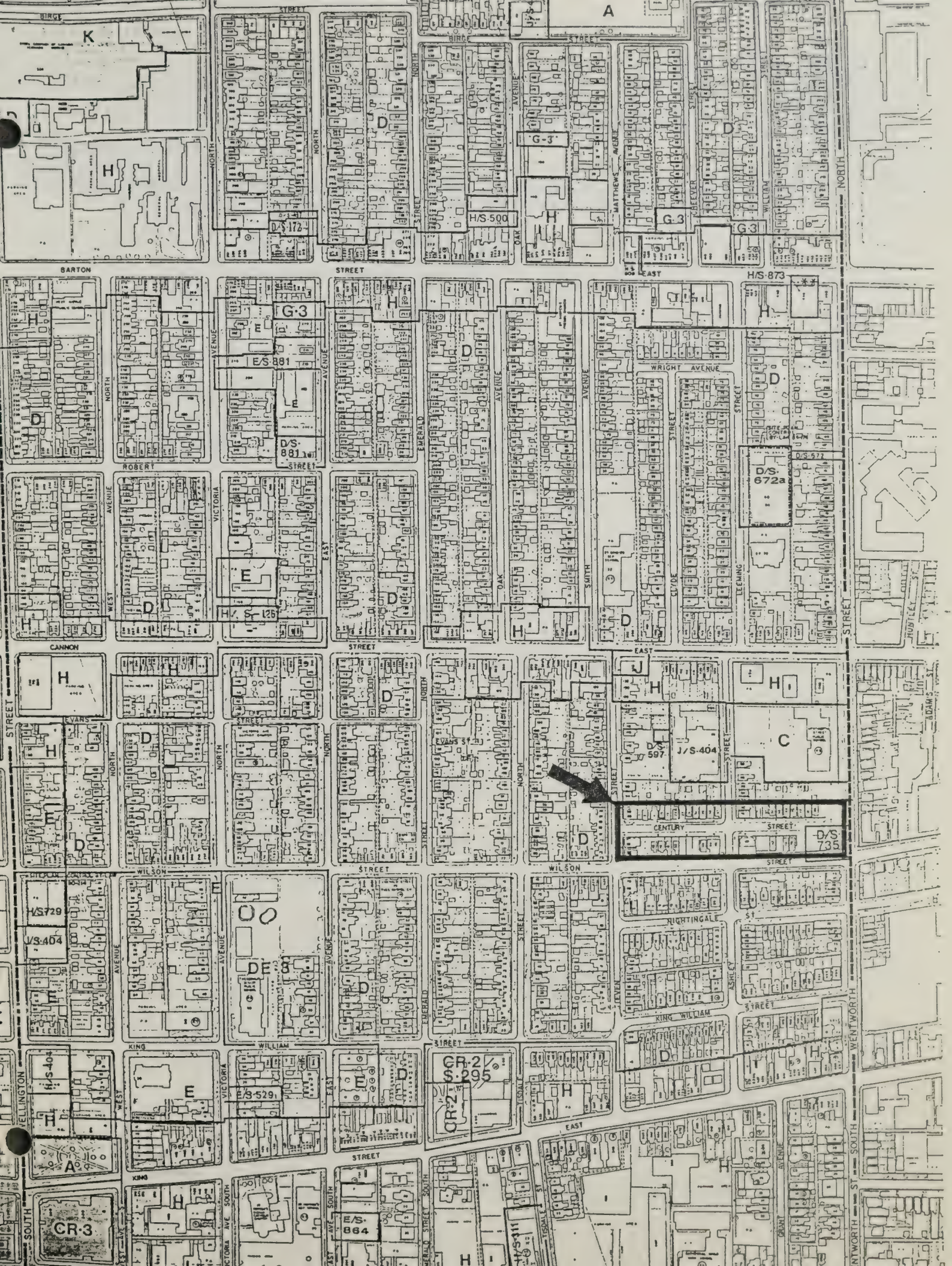
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each parking permit will offset the cost to some degree.

BACKGROUND:

Alderman Brian Hinkley has forwarded to the Traffic Department a petition signed by representatives of 18 of the 33 abutting residential properties requesting that a "One Hour Parking Time Limit, 7:00 a.m. to 11:00 p.m., Monday to Friday" regulation be implemented on the street because of long-term parking by employees of the Hamilton Street Railway Company. Presently, there is an "Alternate Side Parking" regulation on the street in this area.

The implementation of the proposed regulation would eliminate long-term parking by non-residents. Area residents would be entitled to purchase permits to

exempt their vehicles from the signed time limit. Therefore, since approximately 55% of the abutting residents have signed the petition, the Traffic Department concurs with the request.


BIRGE STREET
BARTON STREET EAST
ROBERT STREET
CANNON STREET EAST
EVANS ST
WILSON STREET
KING WILLIAM STREET
NORTH AVENUE
WRIGHT AVENUE
CENTURY STREET
NIGHTINGALE ST
ASHLEY STREET
KING WILLIAM STREET
H/S-500
H/S-873
E/S-881
D/S-881a
D/S-672a
D/S-597
J/S-404
D/S-735
H/S-729
J/S-404
E/S-529
CR-2/S-295
CR-3
E/S-864
G-3
A
B
C
D
E
H
J
K

CITY COUNCIL
HAMILTON, CANADA

Brian Hinkley
Executive Alderman

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 572-7500 — WARD 3

September 7, 1988

Mr. Murray F. Main
Director of Traffic Services

Dear Mr. Main:

RE: Request for "Permit Parking" on Century Street
Between Steven and Wentworth

Please find enclosed a copy of a petition signed by the residents of Century Street, requesting the implementation of "Permit Parking".

I would ask that the necessary report be prepared and submitted to the Transport and Environment Committee for approval of the residents' request.

Your co-operation in this regard is very much appreciated.

Yours truly,

Brian Hinkley
Executive Alderman
Ward 3

rd
Encl.

[redacted] Secretary
Transport and Environment Committee
cc: Mrs. Linda Sequin
81 Century Street
Hamilton, Ontario L8L 1V9

Report for Action

PETITION

WE THE UNDERSIGNED RESIDENTS, REQUEST THAT THE CITY OF HAMILTON IMPLEMENT A "ONE HOUR PARKING TIME LIMIT, 7:00 A.M. TO 11:00 P.M., MONDAY TO FRIDAY" REGULATION ON CENTURY STREET BETWEEN STEVEN AND WENTWORTH, IN COMBINATION WITH THE "ALTERNATE SIDE PARKING" REGULATION CURRENTLY IN EFFECT. WE UNDERSTAND THAT WE WILL BE ELIGIBLE TO PURCHASE PERMITS AT A COST OF $2.00 PER MONTH, PAYABLE TO THE END OF EACH YEAR, TO EXEMPT US FROM THIS ONE HOUR TIME LIMIT.

NAME (please print)	ADDRESS (please print)	POSTAL CODE	SIGNATURE
Norm + Linda Seguin	81 Century St. Hamilton	L8L 1V9	Linda Seguin Norman Seguin
Denise + Yves LeClair	" " "	" "	Denise LeClair Yves LeClair
Linda Patriquin	85 century st Hamilton	L8L 1V9	Linda Patriquin
ANTHONY RUSSO	77 CENTURY ST.	L8L 1V9	Anthony Russo
LORRIE ALLARD	81 Century St.	L8L 1V9	L. Allard
Mr. Greg. LaForme	35 Century st	L 8L 1V9	Greg LaForme
E. DePaola M. DePaola	24 Century St	L8L-1V9	E. DePaola.
M Bartkiw	15 Century St	L8L 1V9	M Bartkiw
N D'Ostilio	19 CENTURY	L8L 1V9	N D'OSTILIO
ROBERT WATT	14 CENTURY	L8L 1V8	R Watt
FRED STAFFORD	25 CENTURY	1V	
JOHN RHODES	57 Century St	L8L 1V9	John Rhodes
GAIL SANDOR	31 Century St.	L8L 1V7	Gail Sandor
TED SANDOR	31 CENTURY ST.	L8L 1V7	Ted Sandor
GAIL Kashuba	33 CENTURY ST	L8L-1V8	Gail Kashuba
KB HENDRIK	18 CENTURY ST.	L8L 1V8	KB Hendrik
Sonia Hendrik Nora Hendrik	18 CENTURY St.	L8L 1V8	Nora Hendrik
Marlene Lesnoski	47 Century St	L8L 1V9	Marlene Lesnoski
IAN LLOYD	69 CENTURY ST	L8L 1V9	Ian Lloyd
Nello Vos	62 Century St.	L8L 1W1	Nello Vos
E. Sart	78 ASHLEY ST Corner	—	

FOR ACTION

10.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 September 22
COMM FILE: TEC-201-88
DEPT FILE: 3-9.4

SUBJECT:

Intersections of Beston Drive and Landron Avenue and Locheed Drive and Landron Avenue - Intersection Control.

RECOMMENDATION:

a) That southbound traffic on Beston Drive be required to stop for eastbound and westbound traffic on Landron Avenue; and

b) That northbound traffic on Locheed Drive be required to stop for eastbound and westbound traffic on Landron Avenue; and

c) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

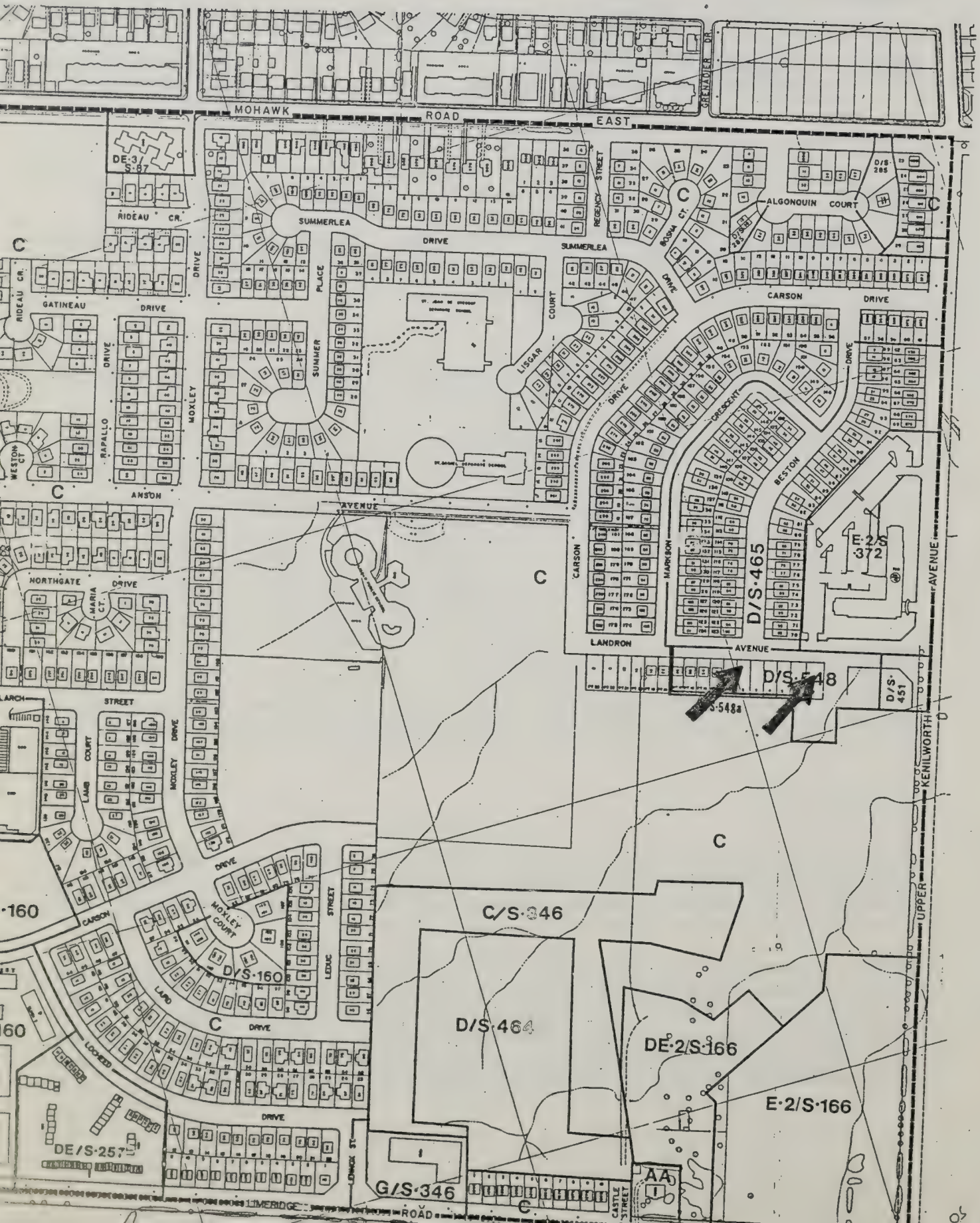
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman John Smith recent requested that investigation be made into the possibility of erecting stop signs at the intersections of Beston and Landron and Locheed and Landron. These intersections are "T" type intersections, and presently, there are no intersection control signs.

Traffic Department records indicate that these intersections have been operating safely since there have been no reported accidents at either location in recent years. However, as a safety measure related to the right-of-way at these intersections, the Traffic Department would not object to erecting stop signs such that southbound traffic on Beston and northbound traffic on Locheed would be required to stop for eastbound and westbound traffic on Landron.


MOHAWK ROAD EAST
GRENADIER DR.
DE-3/S-87
RIDEAU CR.
SUMMERLEA DRIVE
SUMMERLEA PLACE
REGENCY STREET
BOSOM CT.
ALGONQUIN COURT
D/S-285
CARSON DRIVE
GATINEAU DRIVE
MOXLEY DRIVE
RAPALLO DRIVE
WESTON CT.
ANSON AVENUE
LISGAR COURT
CRESCENT
BESTON
MARKSON
CARSON
LANDRON AVENUE
D/S-465
E-2/S-372
D/S-548
D/S-548a
D/S-451
KENILWORTH AVENUE
NORTHGATE DRIVE
MARIA CT.
LARCH STREET
LAMB COURT
MOXLEY DRIVE
MOXLEY COURT
LEDUC STREET
LAND DRIVE
D/S-160
C/S-346
D/S-464
DE-2/S-166
E-2/S-166
DE/S-257
G/S-346
LIMERIDGE ROAD
CASTLE STREET
AA
C

11.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 September 26
COMM FILE: TEC-203-88
DEPT FILE:

SUBJECT:

Establishment of Bus Stops.

RECOMMENDATION:

a) That in accordance with the request of the Hamilton Street Railway Company, the following bus stop additions be approved:

- Upper Ottawa Route - Southbound - Nebo Road at No. 180 Nebo Road (M/B)
- Limeridge Route - Eastbound - Limeridge Road opposite Lynbrook Drive (M/B)
  - Westbound - Limeridge Road at Garth Street (M/B)

b) That the City Traffic By-law 66-100 be amended accordingly.

Martin B. Hazell for M.F.M.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

The Traffic Department has received a letter from the Hamilton Street Railway Company, requesting permission to install new bus stops as a result of the major route realignment that occurred on March 27, 1988.

The Traffic Department has reviewed the proposed bus stop locations, and find them satisfactory from a traffic point of view. There will be no loss of any on-street parking, since all the proposed bus stop locations will be located in areas which are presently signed "No Parking". Therefore, the Traffic Department concurs with this request.

FIG . 2 - PROPOSED BUS STOP LOCATION

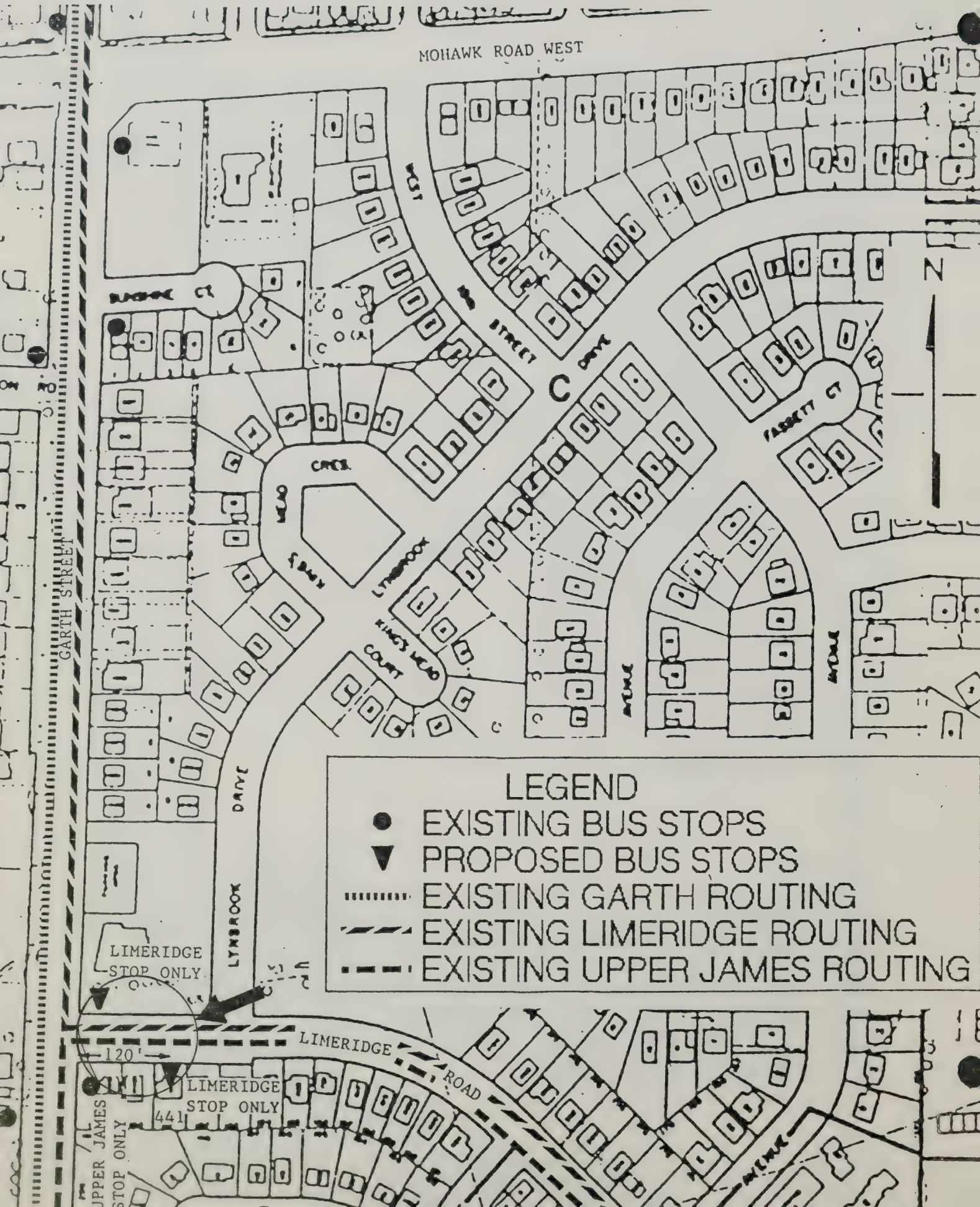
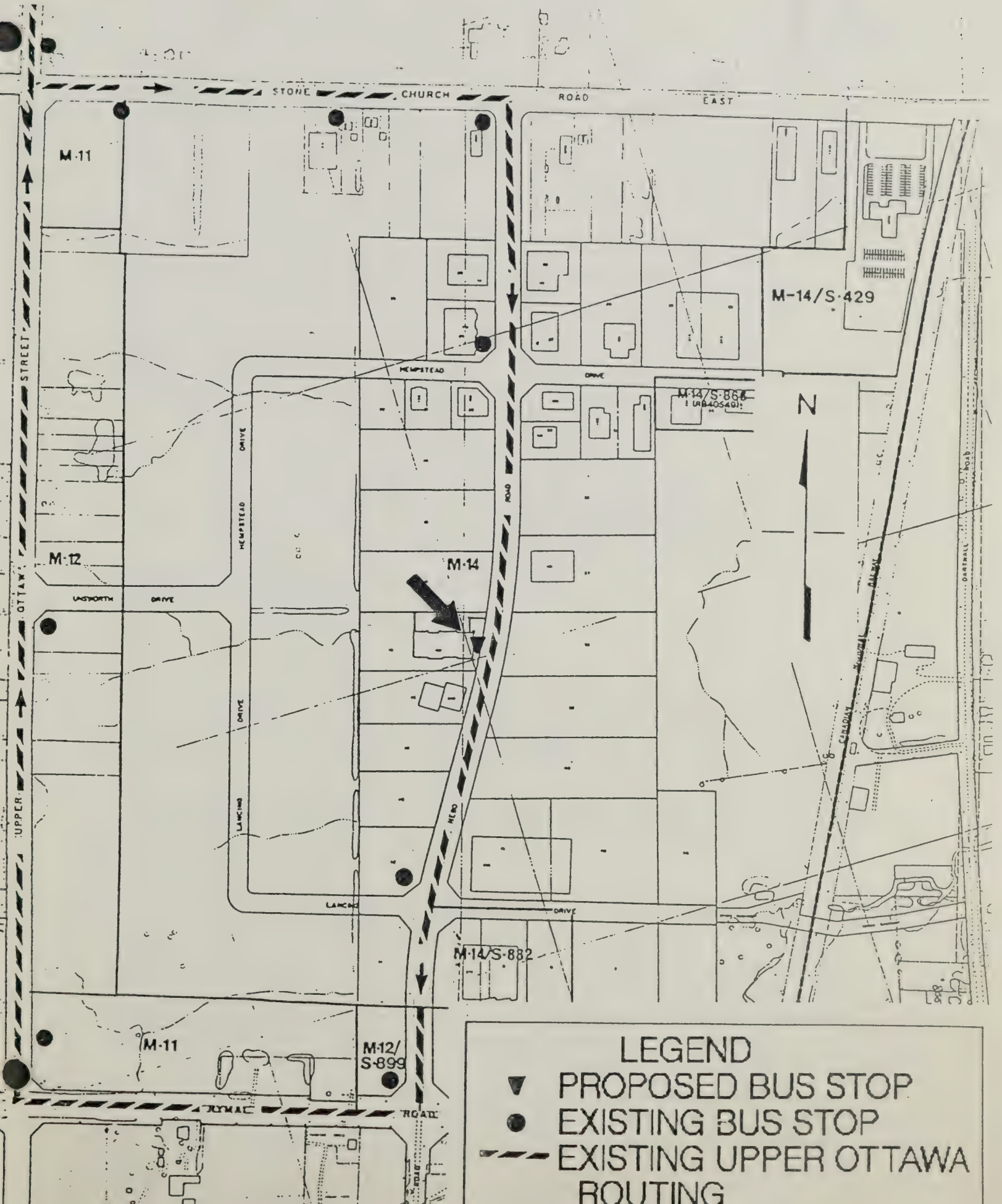


FIG. 1 - PROPOSED BUS STOP LOCATION



12.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1988 September 28
COMM FILE:
DEPT FILE: 88-4020

SUBJECT: Truck Noise Affecting Residential Neighbourhood

RECOMMENDATION:

That no action be taken with respect to the noise emanating from the trucks being parked on the private property at 401 Woodward Avenue.

J. G. Pavelka

J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

Alderman Christopherson has been contacted by area residents north of Barton Street and east of Woodward Avenue who are having to listen to the noise emanating from trucks parked on the vacant property at 401 Woodward Avenue.

Evidently truckers park all variety of trucks and trailers on this vacant property and leave the motors and refrigeration units running while they cross Woodward Avenue to the local restaurant to have a meal. Consequently the noise from the motors and the refrigeration units irritates the residents in the immediate neighbourhood.

The Noise Control Officer, Mr. Westaway, has visited the location and confirms that the residents are experiencing irritation due to the noise.

Furthermore, the Noise Control Officer has advised Alderman Christopherson that the Noise By-law prohibits "the operation of an engine or motor vehicle or item of attached auxiliary equipment for a continuous period exceeding 5 minutes, while such vehicle is stationary in a residential area or a quiet zone".

Continued.....

Unfortunately the Noise By-law can not be applied to this area because the Noise By-law excludes the area of the City of Hamilton north of Barton Street to Hamilton Harbour and between Wellington Street and the easterly limits of the City.

Furthermore, 401 Woodward Avenue is within a "K" zone, which is heavy industrial and not residential, as shown on the attached plan. Therefore it appears that no action can be taken with respect to this problem under the Noise By-law.

Sympathizing with the problem of the proximity of the residential neighbourhood to the heavy industrial area, the property owner was contacted in Toronto to try to make arrangements to cordon off the driveway accesses to the vacant property thereby preventing the truck operators access to the lot.

The property owner symphathizes with the problem but contends that the responsibility for placing armour rocks at the entrance to his property should not rest solely with him.

The Public Works Department is prepared to supply and place the armour rocks in the driveway approaches on private property at a total cost of $600, $300 for each approach. However the owner must give the Public Works Department permission to enter onto the private property and reimburse the total cost of $600 for the work to be done.

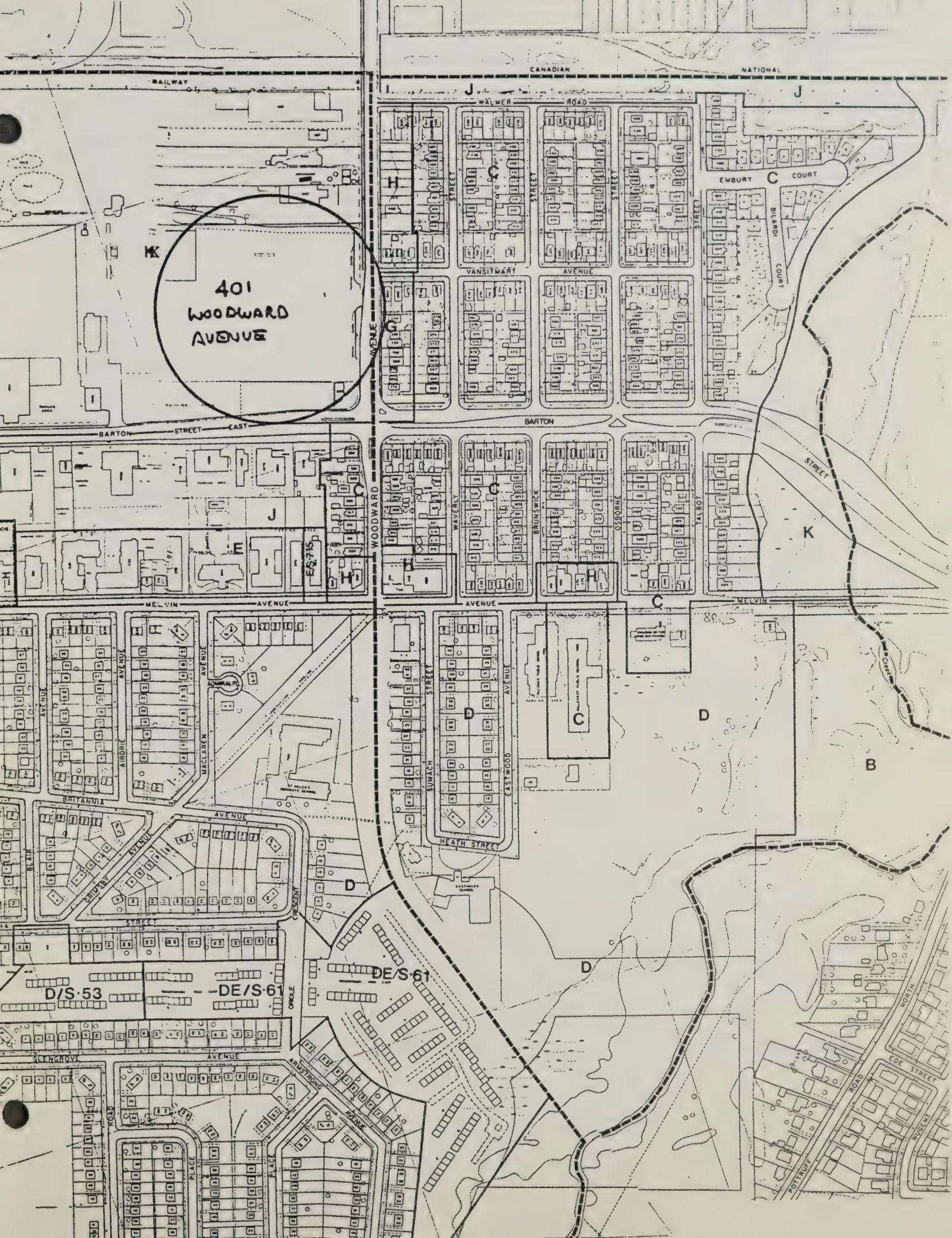
In response the owner advises that the City of Hamilton should absorb 50% of the costs to do this work.

The Public Works Department has never undertaken work on a private driveway without recovering the total cost for the work.

Furthermore, staff are opposed to cost sharing the supply and placement of armour rocks at the driveway approaches because there are thousands of driveway approaches across the City where the property owner could request equal cost sharing to remove the driveway approach access.

JGP:jh
Attch.

c.c. Alderman D. Christopherson
c.c. D. Lobo, Manager of Streets and Sanitation
c.c. S. Spencer, P.Eng., Commissioner of Engineering
c.c. F. Westaway, Noise Control Officer


401
WOODWARD
AVENUE
CANADIAN
NATIONAL
RAILWAY
WALMER
ROAD
VANSITMART
AVENUE
EMBURY
COURT
BARTON
STREET
EAST
WOODWARD
AVENUE
MELVIN
AVENUE
HEATH STREET
DE/S-61
D/S-53
DE/S-61
BRITANNIA
AVENUE
ARMSTRONG
AVENUE
EDE
STREET
NORTH
ROAD
PORTAGE

FOR ACTION

14(a)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 Sept. 19
COMM FILE:
DEPT FILE: 65-3.360

SUBJECT:

By-law to close and sell a triangular parcel of road allowance abutting 24 Ravenscliffe Avenue designated as Part 1, Plan 62R-8133

RECOMMENDATION

That City Council enact the attached by-law on October 11, 1988 in accordance with the authorization contained in the 16th Report of the Transport & Environment Committee, Item 32, adopted by City Council on September 24, 1985. (Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, October 3, 1988 at 2:00 p.m.).

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

N/A

BACKGROUND

City Council, on September 24, 1985, directed the City Solicitor to prepare the by-law above referred to. The Public Notice was printed in The Hamilton Spectator on Saturday, June 25, July 2, 9 and 16, 1988. A public hearing was scheduled for July 18, 1988 at 2:00 p.m. Council enacted By-law No. 88-175 to close and sell a triangular parcel of road allowance abutting 24 Ravenscliffe Avenue on July 27, 1988. By-law No. 88-175 was registered in the Registry Office on August 24, 1988 as Instrument No. 471651 C.D. However, it has come to our attention that By-law No. 88-175 incorrectly refers to prior owners of the said lands.

BACKGROUND: (Cont'd)

Accordingly, we are submitting the attached by-law which authorizes sale of the lands to the current owners, and at the same time repeals By-law No. 88-175. Please note that the Public Notice referred to the owners of the land correctly.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

14(b)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 September 23
COMM FILE:
DEPT FILE: 65-1.640

SUBJECT:

By-law to Incorporate Part 1, Plan 62R-9553 into Rita Avenue.

RECOMMENDATION

That City Council enact the attached by-law on [redacted] in accordance with the authorization contained in the 12th Report of the Transport & Environment Committee, Item 24(e)(iv), adopted by City Council on August 30, 1988.

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

N/A

BACKGROUND

City Council on August 30, 1988, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

CITY COUNCIL
HAMILTON, CANADA

15(a)

A]

71 MAIN STREET WEST L8N 3T4 • (416) 526-2732 • RES. (416) 525-5932 — WARD 1

September 28, 1988

MEMO TO: Mr. Bob Prowse
Secretary
Transport and Environment Committee

FROM: Alderman Mary Kiss

RE: REQUEST FROM MARIE TRIGIANI - BOLD STREET

Attached please find a copy of a diagram from Mrs. Trigiani showing where she would like the "No Parking" signs located.

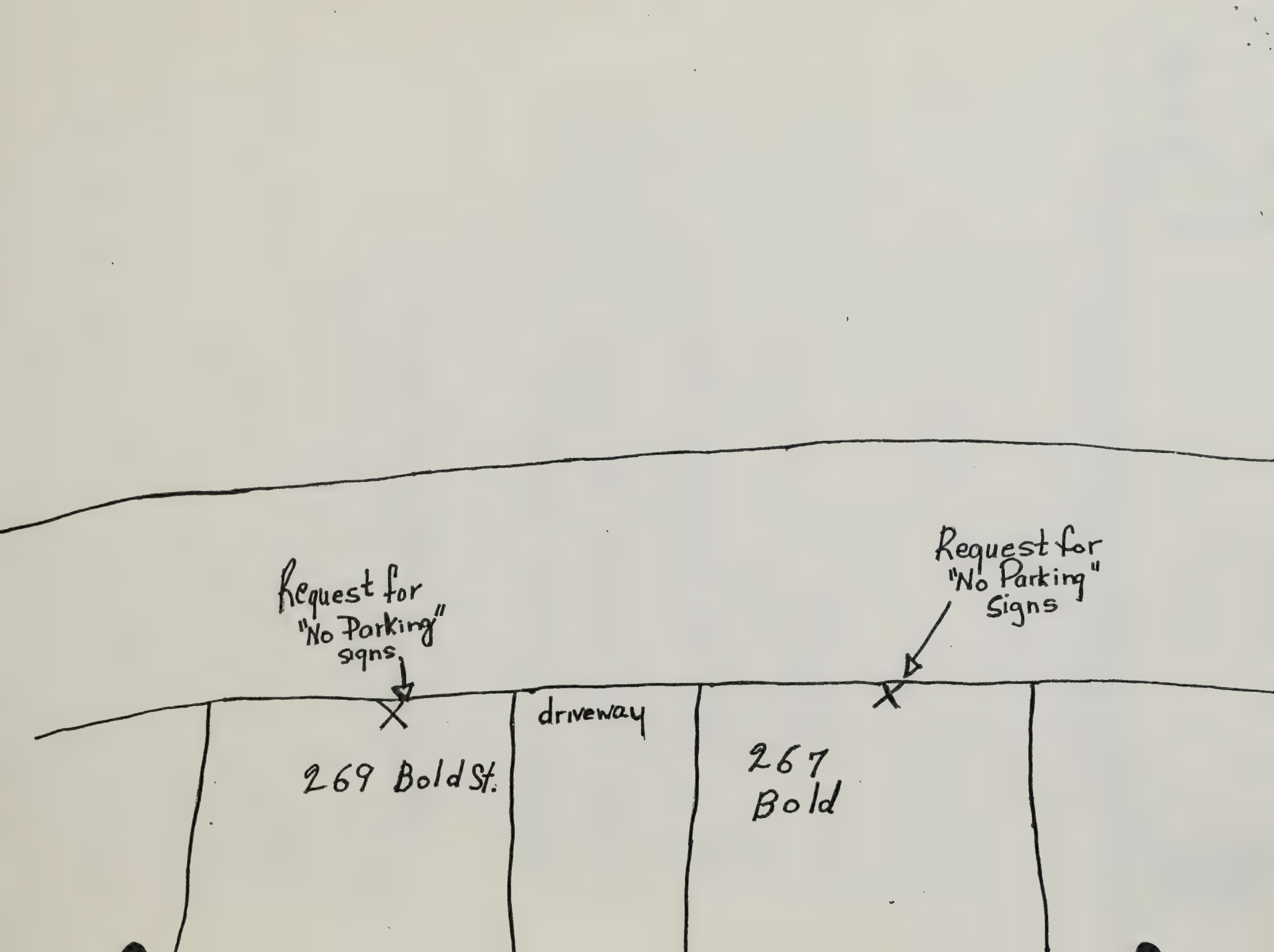
Please place this matter before the next meeting of the Transport and Environment Committee for its consideration.

Thank you.

Mary Kiss

MK:jf

encl. (1)


Request for "No Parking" signs
Request for "No Parking" Signs
driveway
269 Bold St.
267 Bold

Appd by TEC 1108 Aug 22
" " City Council 88/08/30

4.3(d)

33.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 12
COMM FILE: TEC-108(a)-88
DEPT FILE: 3-9.2

SUBJECT:

Bold Street between Pearl and Ray Streets - Parking Regulations.

RECOMMENDATION:

That the By-law amendment which prohibits parking on the south side of Bold Street between Pearl and Ray Streets be rescinded.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

In report TEC-108-88, the Traffic Department reported respecting a petition submitted by Alderman Mary Kiss requesting that parking be prohibited on the south side of Bold in the block between Pearl and Ray. Parking is presently prohibited at all times on the north side of this section of Bold and the Traffic Department considers a parking prohibition on both sides of a local residential street to be over restrictive and unnecessary. However, since the petition was signed by a majority of the abutting residents (57 per cent) the Committee, and subsequently the City Council on 1988 June 28, approved the request to prohibit parking on the south side of the street.

Prior to the erection of the "No Parking" signs, Alderman Terry Cooke forwarded to the Traffic Department a copy of a petition signed by representatives of 17 of the 23 abutting residential properties (74 per cent) including the signatures of 6 of the residents who signed the original petition, requesting that parking be allowed on the south side of Bold between Pearl and Ray. Thus, there is an outstanding By-law amendment which prohibits parking on the south

side of this section of the street.

As previously noted, the Traffic Department considers a parking prohibition on both sides of a local residential street to be over restrictive and since 74 per cent of the abutting residents have now indicated that they wish to continue parking on the south side of the street, the Traffic Department supports the request.

THE CORPORATION OF THE CITY O

City Hall, 71 Main Street West, Hamilton, Ontario L8N

15(b)

1988 August 26

Ms. Nethercott
447 Herkimer Street
Hamilton, Ontario
L8P 2J4

Dear Ms. Nethercott:

This will confirm our conversation of Tuesday, 1988 August 23 in which I advised you that your application for approval to park a vehicle at an angle of approximately 45 degrees to the back of the sidewalk was TABLED by the Transport and Environment Committee at its meeting held Monday, 1988 August 22.

As we discussed it is unfortunate that you were given wrong information that you did not need to appear before the Committee.

I am attaching herewith the information report from the Director of Traffic Services which was presented to the Transport and Environment Committee. You will note that your request is contrary to City policy respecting boulevard parking and as a result the Director of Traffic Services could not recommend approval of your application.

As we discussed would you please contact Mr. Bob Prowse, Secretary of the Transport and Environment Committee in order to advise if you wish to have this matter placed on the Monday, 1988 September 19 for the purpose of making a presentation to the Committee to have the policy amended.

Yours very truly,

Susan K. Reeder.

Susan K. Reeder, Acting Secretary
Transport and Environment Committee

SKR:lp

Attach.

cc: Alderman T. Cooke
Mr. M. Main, Director of Traffic Services

CANADIAN FOOTBALL HALL OF FAME 25 YEARS 1963-1988 HAMILTON

FOR INFORMATION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 15
COMM FILE: TEC-171-88
DEPT FILE: 3-9.5

SUBJECT: No. 447 Herkimer Street - Residential Boulevard Application.

BACKGROUND:

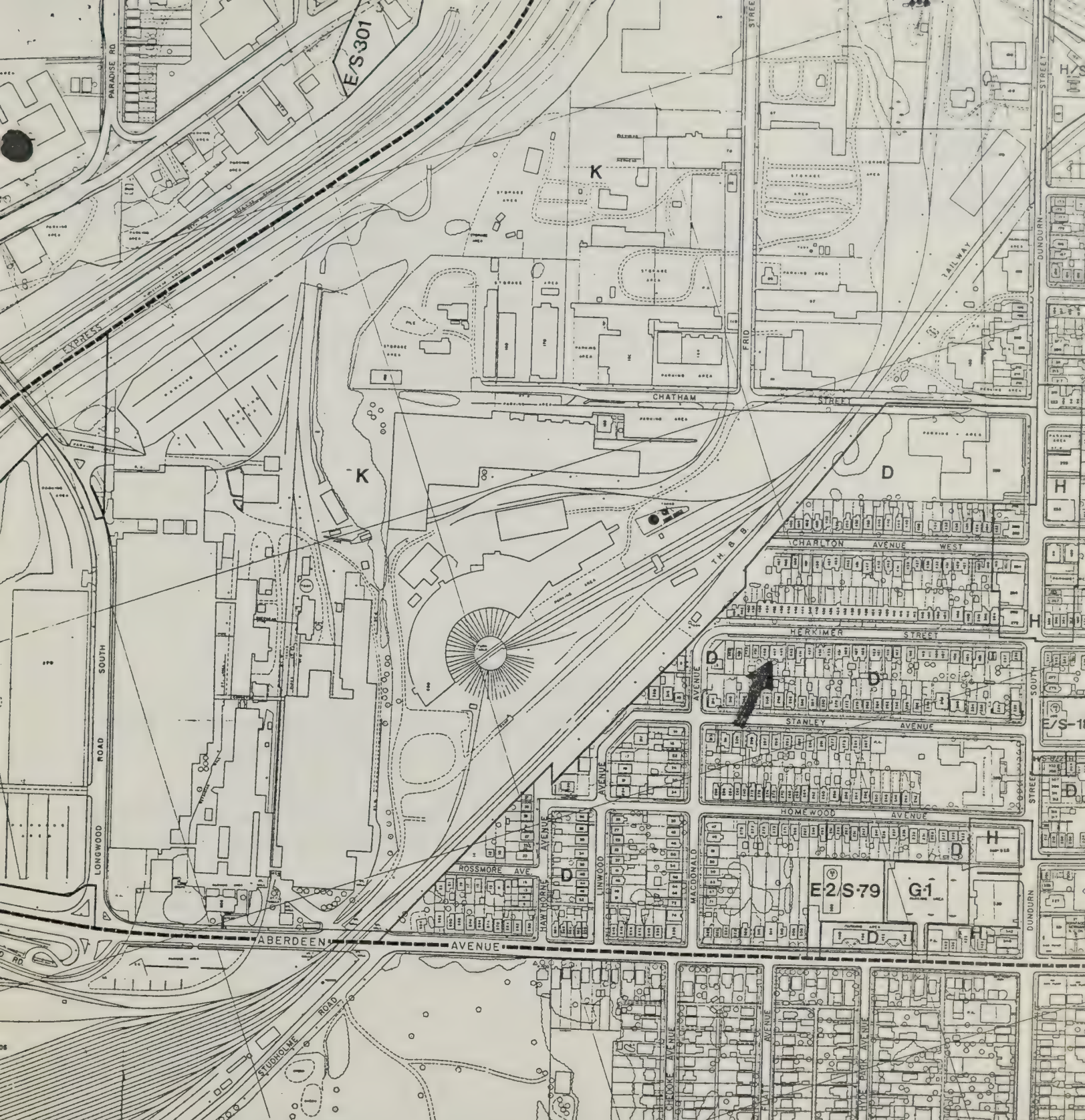
Alderman Terry Cooke has requested that the Transport & Environment Committee consider an application by the resident at No. 447 Herkimer for residential boulevard parking. The application has not been approved by the Traffic Department since the request is to park a vehicle at an angle of approximately 45 degrees to the back of the sidewalk, which is contrary to the Policy respecting boulevard parking for one, two and three family dwellings approved by the City Council on 1984 February 29.

The approved Policy respecting residential boulevard parking does not permit an angled parking space on the city road allowance, but requires that the boulevard parking space be "within the area immediately adjacent to the approved approach ramp". In this particular case, the applicant shares an existing mutual driveway to the rear of her property with the neighbour at No. 449 Herkimer. The application is to allow a vehicle to use the existing driveway approach ramp, drive over the city sidewalk and park on an angle. However, there is sufficient space to allow the installation of another driveway approach and a residential boulevard parking space at 90 degrees to the sidewalk.

The Traffic Department does not support the application since the motorist exiting this parking space will be required to reverse the vehicle on an angle across the city sidewalk and this could result in a hazardous condition for pedestrians since the parking space is at such an angle that a "blind spot" would occur for the driver. Furthermore, from an aesthetic point of view, residents on the opposite side of the street would be required to view almost twice as much of a vehicle parked at an angle on the road allowance.

By parking on the boulevard at 90 degrees and installing another approach ramp, the conflicts with pedestrians would be less hazardous. Also, the installation of a completely separate driveway would eliminate any potential problems which are inherent with mutual driveways.

for M.F. MAIN


E/S 301
PARADISE RD
EXPRESS
K
CHATHAM
STREET
FRID
STREET
RAILWAY
DUNDURN
STREET
D
H
CHARLTON
AVENUE
WEST
HERKIMER
STREET
TH & B
SOUTH
ROAD
LONGWOOD
AVENUE
STANLEY
AVENUE
HOMEWOOD
AVENUE
ROSSMORE
AVE.
HANMORE
AVENUE
LINWOOD
AVENUE
MACDONALD
AVENUE
E/S-1
E-2/S-79
G-1
ABERDEEN
AVENUE
STUDHOLME
ROAD
CROOKE
AVENUE
FIRST
AVENUE
PARK
AVENUE

CITY COUNCIL
HAMILTON, CANADA

Alderman Terry Cooke

71 MAIN STREET WEST L8N 3T4 • (416) 526-2733 • RES. (416) 521-1087 — WARD 1

526-2730

1988 May 20

Mr. Robert Prowse
Legislative Assistant I
Secretary of the
Transport and Environment Committee
City Clerks Department

Dear Bob:

Re: 447 Herkimer Street - Request for Angled Driveway

I recently received a request from Ms. Vicki Nethercott, 447 Herkimer Street, to have an angled driveway as opposed to one that was perpendicular to the road.

Ms. Nethercott was advised by the Traffic Department to make a presentation at the Transport and Environment Committee for an amendment to the current by-law concerning driveways.

Could you please place this item on the agenda for the next meeting of the Transport and Environment Committee.

Thank you for your co-operation with this matter.

Yours very truly,

Terry Cooke/cb

Terry Cooke,
Alderman, Ward 1

/cb

REASONS FOR AN ANGLED DRIVEWAY

1. ESTHETICS

Improves functionality of the front yard since it not only maintains the traditional appearance of a front yard with a lawn and garden, but also provides us with an additional parking spot.

Adds variety to the landscaping and the appearance of the property.

As a result, the appearance of the property, and the neighbourhood are improved.

2. EASIER ACCESS

Herkimer Street is one way, heading east, and there is street parking directly opposite our house. Access to the driveway would be improved if the driveway was angled, this would make it easier to pull into and back out of the parking spot.

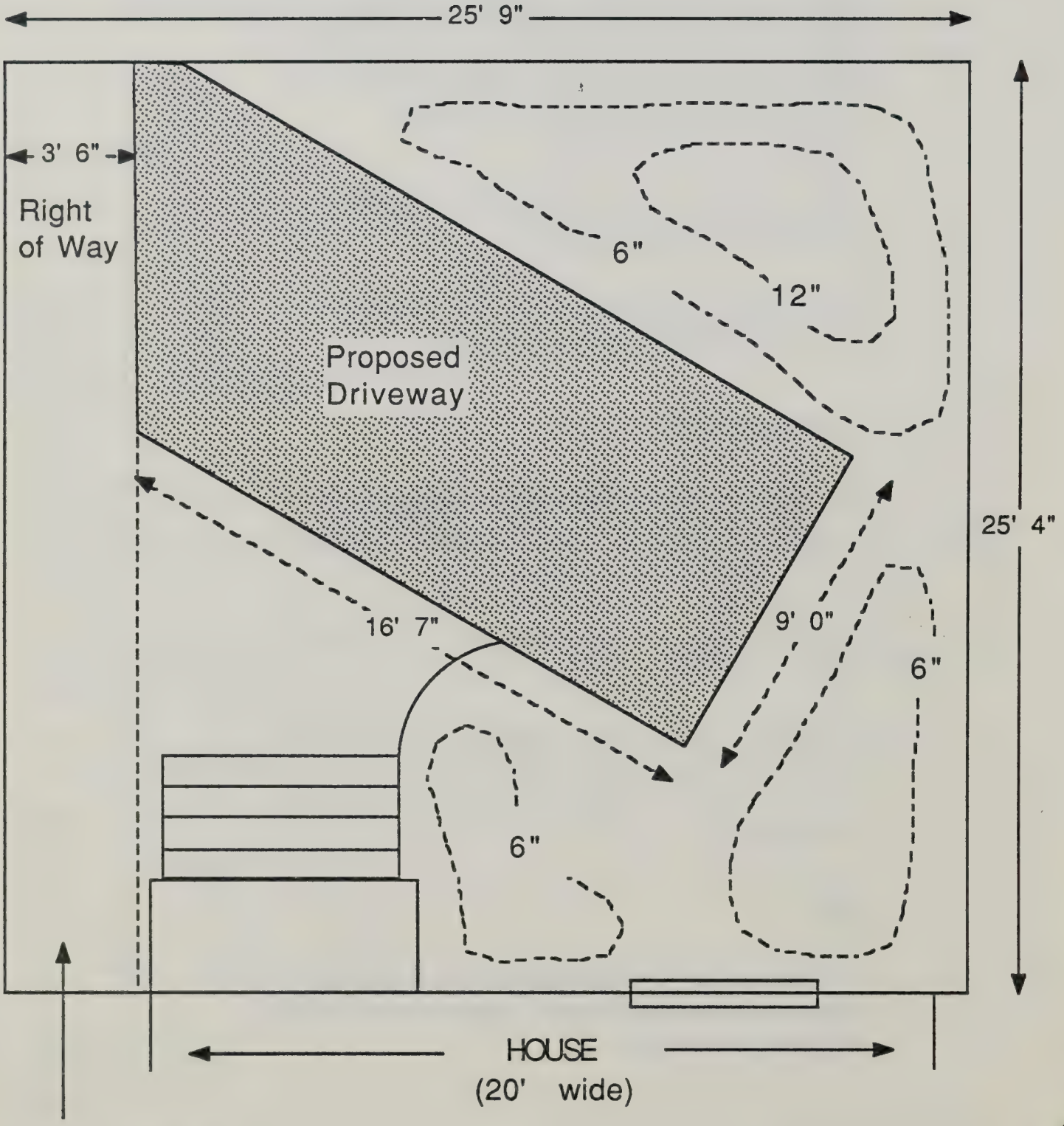
Street parking directly opposite the driveway access is of particular concern to us since one of our vehicles was hit by a neighbour in this situation.

3. COST

The proposed driveway allows us to use our current driveway access, therefore we would not need a new one.

447 HERKIMER STREET

One Way →



15(c)

FOR INFORMATION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 September 27
COMM FILE: 3-11.2
DEPT FILE: T102-01
ID# 0043D(53)

SUBJECT:

PROPOSED FENCE ON ROAD ALLOWANCE OF CHERRY RIDGE CLOSE

RECOMMENDATION:

That this report be received by the Committee for information.

G S Spencer

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Alderman Agostino has requested a report concerning the above matter.

Recently we received a complaint concerning the Proposed construction of a fence on the road allowance of Cherry Ridge Close.

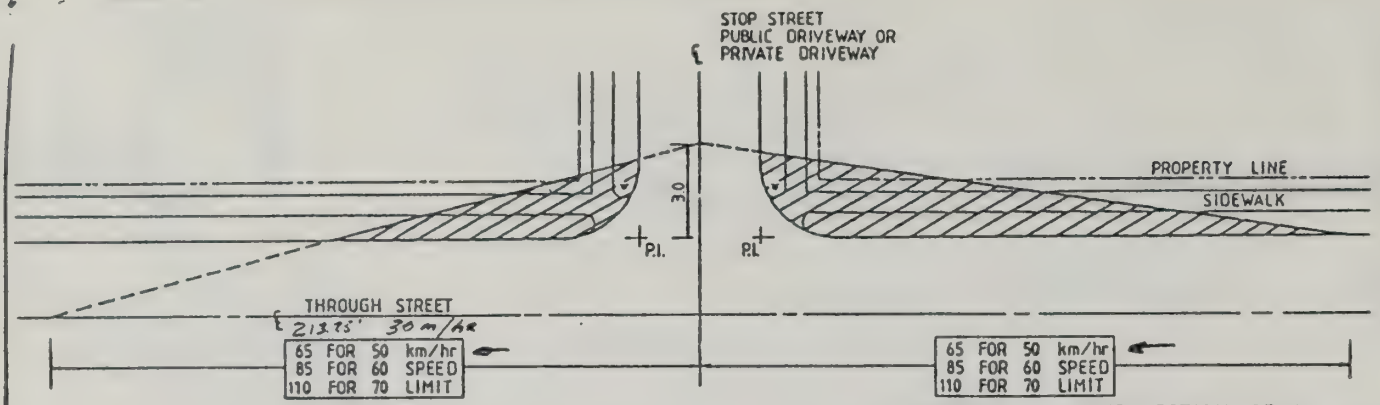
The City of Hamilton By-Law 9329 does not allow the installation of fences on the road allowance.

City Council on March 8th, 1983 directed staff not to act on any fences illegally on the road allowance unless they posed a hazard to pedestrians or vehicular traffic.

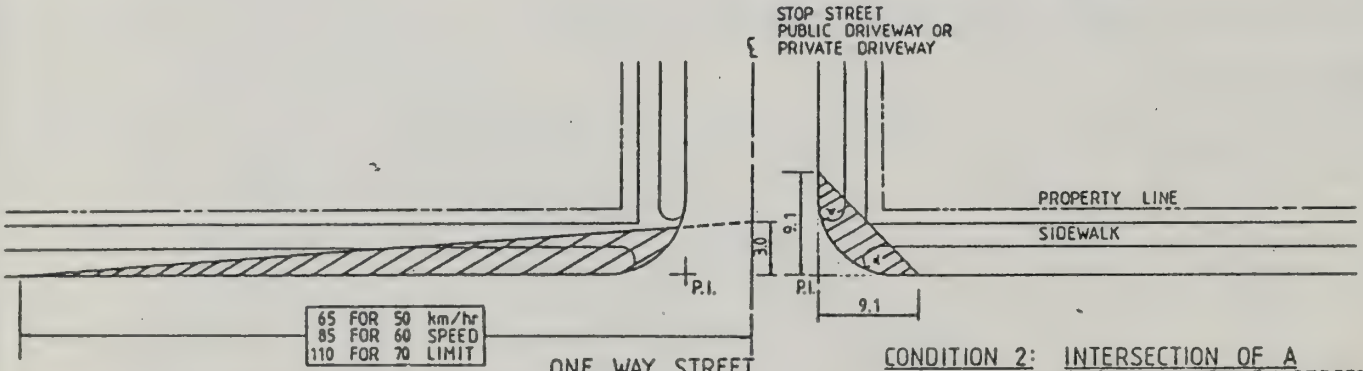
A field investigation by staff has revealed that the proposed location of the fence will not constitute a hazard, therefore no action will be taken on this matter.

The attached guidelines were used in determining that the proposed fence would not be a hazard.

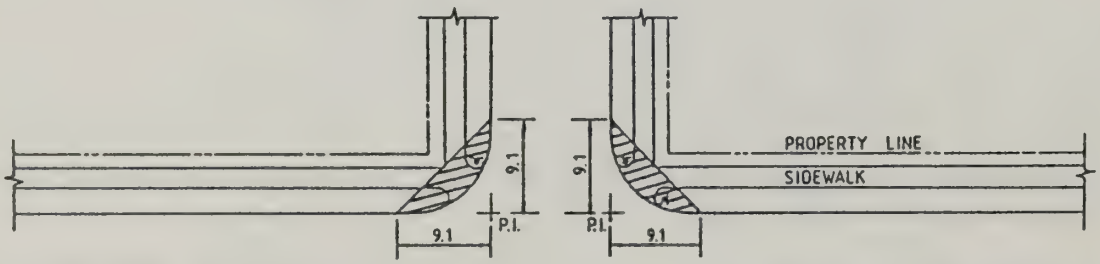
JKC:jd
Attach.



CONDITION 1: INTERSECTION OF A TWO-WAY THROUGH STREET WITH A STOP STREET OR DRIVEWAY



CONDITION 2: INTERSECTION OF A ONE-WAY THROUGH STREET WITH A STOP STREET OR DRIVEWAY



NOTE: ALL DIMENSIONS ARE IN METRES

CONDITION 3: INTERSECTION OF TWO STOP STREETS

LEGEND:

AREA WITHIN WHICH NO OBJECT OBSTRUCTING VISION SHOULD BE PLACED

STOP SIGN

NO.	REVISION	DATE	BY	APPROVED
0	REDRAWN FROM EXISTING DT 500, CONDITIONS 1 AND 2 REVISED	87-09-08	L.H.	

NOTES

APPROVALS

MANAGER OF OPERATIONS

DIRECTOR OF TRAFFIC SERVICES 1987 Sept. 10 YY MM DD

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

DIRECTOR OF TRANSPORTATION PLANNING

COMMISSIONER OF TRANSPORTATION YY MM DD

CITY OF HAMILTON TRAFFIC DEPARTMENT

STANDARD CRITERIA FOR EVALUATION OF SIGHT LINES

SCALE : N.T.S.

DRAWN: L. HARVEY

CHECKED:

DATE: 1987 : 09 : 08

DRAWING N°

DT: 500

SHEET 1 OF 1

FILE N°: 499

15(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 Sept. 15
COMM FILE: 3.11.9.3
DEPT FILE: T103-03(22
ID#0244D (28)

SUBJECT

Request for Alley Closure - East-West, 1st Alley North of Main Street from Margaret Street to North-South Alley.

RECOMMENDATION

That the Committee review the request for the applicant, Mr. K. Schaible, whose property abuts the alley, to stop-up and close the "east-west alley, 1st north of Main Street, from Margaret Street to the north-south alley", and if the request is acceptable to your Committee, recommend same subject to the following:

1) That the City Solicitor be directed to prepare a By-law for the stopping up, closing and sale of the alley first north of Main Street from Margaret Street to the north-south alley.

2. That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municpal Act R.S.O. 1980, of City Council's intention to pass the By-Law.

3. That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners.

Continued ...

Request for Alley Closure - East-West, 1st Alley North of Main Street from Margaret Street to North-South Alley

Continued ...

4. That the applicant register a reference plan under the Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor.

5. That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing, pursuant to Section 48 of the Regional Act.

6. That the abutting owners provide a 1m easement to Bell Canada with respect to their underground plant.

G.S. Spencer
Commissioner of Engineering

ORIGIN

We have received a request from Mr. K. Schaible, an abutting owner to close the subject alley, as shown on the attached drawing.

BACKGROUND

This alley is presently public assumed, but not paved. It was assumed by By-Law 75-39. This department has circulated a notice of closure to the affected municipal departments, public utilities and to the abutting property residents/owners. The results are as follows:

a) No objections were received from any municipal or public utility. Bell Canada would require an easement for their existing plant.

b) Abutting owners: 9 in favour, 12 objections and 52 no opinion.

The status of this alley is public assumed, and as such it would have to be closed by By-Law.

Continued ...

Request for Alley Closure - East-West, 1st Alley North of Main Street from Margaret Street to North-South Alley

Continued ...

Because of the objections from abutting owners, we were not in favour of this application being submitted to the Transport and Environment Committee for its consideration. By letter dated November 3, 1987, the applicant was notified of the objections and based upon the recorded objections to his closure request, he was requested to withdraw his closure application. In response to our letter, Mr. Schaible advised staff on September 6, 1988, that he wished to proceed with his closure request and asked that this matter be presented to your Committee for consideration.

JKC:tlj
attach.

cc: L. Farr, Office of the City Solicitor
cc: Alderman T. Cooke
cc: Alderman M. Kiss
cc: D. Vyce, Director of Property Department
Att: M. Watson, Manager Real Estate Division

PLAN 62R-2754
RECEIVED AND DEPOSITED
DATE 17 March 1981
LAND REGISTRAR FOR THE REGISTRY DIVISION OF WENTWORTH
I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT.
DATE March 16th, 1981
D A HARRINGTON - CITY SURVEYOR
CAUTION - THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT.
REFERENCE PLAN SHOWING
PART OF LOT 1 & LOTS 2 to 10 INCLUSIVE
THOMAS STINSON SURVEY REG'D PLAN No. 227
IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
SCALE 1"=40'
D.A. HARRINGTON - ONTARIO LAND SURVEYOR
1981
REQUESTED CLOSURE
MARGARET STREET
LOCKE STREET
MAIN STREET
ALLEYWAY
12' ALLEYWAY
PART 1 SOLD TO HAMILTON BAPTIST NON- SEPT. 2, 1982
SCHEDULE
PT | INST No. | GRANTEE | LOT | PLAN | AREA
1 | 61458 C.D. | THE CORPORATION OF THE CITY OF HAMILTON | PT OF LOT 1 | REGD PLAN No. 227 | 1.296 AC
1 | 66838 C.D. | | PT OF LOT 1 | |
1 | 105339 C.D. | | PT OF LOT 2 | |
1 | 71492 C.D. | | PT OF LOT 10 | |
1 | 60517 C.D. | | PT OF LOTS 3 AND 4 | |
1 | 60520 C.D. | | PT OF LOTS 3 AND 4 | |
1 | 59531 C.D. | | PT OF LOT 5 | |
1 | 58738 C.D. | | PT OF LOT 6 | |
1 | 73160 C.D. | | PT OF LOT 6 | |
1 | 59529 C.D. | | PT OF LOT 7 | |
1 | 51973 C.D. | | PT OF LOT 8 | |
1 | 51974 C.D. | | PT OF LOT 8 | |
1 | 74239 C.D. | | PT OF LOTS 8 AND 9 | |
1 | 59288 C.D. | | PT OF LOTS 9 AND 10 | |
1 | 81671 C.D. | | PT OF LOTS 9 AND 10 | |
2 | 61458 C.D. | THE CORPORATION OF THE CITY OF HAMILTON | PT OF LOT 1 | REGD PLAN No. 227 | 969.4 sq ft
2 | 66838 C.D. | | PT OF LOT 1 | |
2 | 105339 C.D. | | PT OF LOT 2 | |
2 | 60520 C.D. | | PT OF LOTS 3 AND 4 | |
2 | 59531 C.D. | | PT OF LOT 5 | |
2 | 58738 C.D. | | PT OF LOT 6 | |
2 | 73160 C.D. | | PT OF LOT 6 | |
2 | 59529 C.D. | | PT OF LOT 7 | |
2 | 51973 C.D. | | PT OF LOT 8 | |
2 | 51974 C.D. | | PT OF LOT 8 | |
2 | 74239 C.D. | | PT OF LOTS 8 AND 9 | |
2 | 59288 C.D. | | PT OF LOT 9 | |
2 | 81671 C.D. | | PT OF LOTS 9 AND 10 | |
2 | 71492 C.D. | | PT OF LOT 10 | |
SURVEYOR'S CERTIFICATE
I CERTIFY THAT
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER.
2. THE SURVEY WAS COMPLETED ON THE 8TH DAY OF FEBRUARY 1981
March 16, 1981 DATE
D.A. HARRINGTON O.L.S.
LEGEND
SIGN THUS ○ DENOTES A STANDARD IRON BAR 1"x1"x24"
SIGN THUS ● DENOTES A ROUND IRON BAR, 3/4"ø x 2'.
SIGN THUS ◆ DENOTES AN IRON BAR 5/8"x5/8"x2'
SIGN THUS + DENOTES A CUT CROSS.
FD. - FOUND, PL. - PLANTED, WIT. - WITNESS.
NOTE
BEARINGS HEREON ARE ASTRONOMIC DERIVED FROM THE ONTARIO CO-ORDINATE SYSTEM ZONE 10 CENTRAL MERIDIAN 79°30' WEST LONGITUDE.
PART 2 - LEASED TO BELL CANADA - INST. No. 248348 C.D.
CITY OF HAMILTON
DEPARTMENT OF ENGINEERING - LAND SURVEYS
MARGARET STREET - NEIGHBOURHOOD IMPROVEMENT PROGRAM
SURVEY BY W.M. | FIELD BOOK 2-949,782 | FILE No. 827-0081 | DATE FEBRUARY 1981
DRAWN BY RICK | REF DWG'S SS-1479 P-1260 | CHECKED BY H.S.
APPROVED CITY ENGINEER
CITY SURVEYOR D.A. Harrington O.L.S.
PLAN No. SS-1595 SURVEYS

CA4ONHBL A05
C51T6

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK

Urban Municipal
Collections
Public Library

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1988 October 13

N O T I C E O F M E E T I N G

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, October 17, 1988
2:00 o'clock p.m.
Room 233, City Hall

URBAN MUNICIPAL
OCT 18

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

A G E N D A:

1. Minutes of the Monday, October 03, 1988 meeting of the Transport and Environment Committee

DIRECTOR OF PUBLIC WORKS

2. Construction of New Mountain Public Works Yard - Rymal Road, Hamilton

CANADIAN FOOTBALL HALL OF FAME 25 YEARS 1963-1988 HAMILTON

MANAGER OF PURCHASING

3. Construction of District Office and Utility Building, Rymal Road

4. Supply and Delivery of One Top Dressing Machine, Public Works Department

5. Supply and Delivery of Soil Shredder, Public Works Department

DIRECTOR OF PROPERTY

6. Purchase - Part 118 Guildwood Drive - Ramesh Panchal and Mina Panchal

COMMISSIONER OF ENGINEERING

7. Proposed Alley Closure: North-South Alleyway West of East 16th Street Between Inverness Avenue and Thayer Avenue, Inch Park Neighbourhood

8. Proposed Road Closure, Beach Road Railway Crossing, East of Kenilworth Avenue, CN/CP Industrial Lead

9. Plan of Subdivision

   (a) Oakdale Estates - Phase 3, Hamilton

   (b) Rita Avenue Survey, Hamilton

   (c) DeSantis Gardens, Hamilton

   (d) Land Severance Applications H-94-88 to H-100-88 Modified Subdivision Agreement for 1489 Upper James Street, Hamilton

10. Fessenden, Gurnett Walkway - Extra City Costs re: Lighting

DIRECTOR OF TRAFFIC

11. Limeridge Bus Route - Relocation and Addition of New Bus Stops

12. Corner Clearance - Intersection of Walnut Street South and Forest Avenue

13. Overdraft in the Traffic Department By-law Enforcement Uniforms, Clothing and Accessories Current budget Account (0345-0327).

14. Driveway Clearance - No. 48 Sanders Boulevard

15. Request for a Reserved Handicapped Parking Space - No. 115 East 19th Street

16. One Way Operation

(a) Garside Avenue North between Cannon Street East and Britannia Avenue

(b) Cline Avenue

17. Intersection Control

(a) Dromore Crescent and Oak Knoll Drive

(b) Lowcrest Avenue and Ironwood Crescent

(c) Tudor Street and Taymal Street

(d) Parkwood Crescent and Grandoaks Drive

(e) Franklin Avenue and Paradise Road North

(f) Twin Crescent and Twin Court

(g) Templemead Drive and Everest Street and Templemead and Alder Avenue

(h) Through Traffic on Mahoney Avenue and Adeline Avenue

18. Parking Regulations

(a) East 33rd Street between Concession Street and Crockett Street

(b) Cambria Court, south of Delmar Drive

(c) Olmstead Street between Paradise Road South and the Easterly End

BILLS

19. (a) Amendment to Streets By-law No. 9329 - Trees and Shrubs

(b) By-law to close and sell the road allowance between Lots 54 & 55, Concession 3, Ancaster, designated as Part 1, on Plan 62R-9757.

DELEGATIONS

20. (a) School Traffic Officer - Aberdeen and Dundurn - Alderman Cooke (No Copy)

(b) 31 Railway Street - Mrs. Marion Pugliese

(c) Intersection of Burlington Street East and Mary Street - Alderman Agro

(d) By-law to close and sell Old Nash Road, designated as Part 2, on Plan 62R-9679

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Proposed Closing of Access to Alley - Head & Lamoreaux Street	Oct. 20/87	Mr. Spencer	Awaiting response from applicant
2.	Intersection of Regent and McIntosh Avenue	May 26/87	Ald. Murray	Tabled until further notice - Alderman Murray
3.	Increasing numbers School Traffic Officers	Jan. 04/88	Mrs. Buist	Report Pending
4.	Increasing amount of road re-construction	Jan 04/88	Mr. Spencer	Report Pending
5.	Strathcona Avenue and Florence Street - School Traffic Officer	Jan 18/88	Alderman Kiss	Tabled until further notice - Alderman Kiss
6.	How S.T.O. Studies are Conducted	Jan 18/88	Mrs. Buist	Report Pending
7.	Speed of Trains	Feb 15/88	Council	Tabled by Council January 27, 1987
8.	Alternate Locations to hang banners	Feb 29/88	Mr. Spencer	Report Pending
9.	Local Improvement rates for alleys	April 18/88	Ald. Valeriano	Tabled until Alderman Valeriano approach Province
10.	Petition forms - Standardization	Sept. 19/88	Mr. Main	Report to follow

	ITEM	ORIGINAL DATE	ACTION	STATUS
11.	Policy re: Sidewalks in New Subdivisions	Sept. 19/88	Mr. Spencer	Report to follow
12.	267 Bold Street - request to remove parking	Oct 03/88	Alderman Kiss	Report to follow after Alderman Kiss meets with Mrs. Trigiani

1

Monday, October 03, 1988
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman G. Copps, Vice Chairman
Mayor R. Morrow
Alderman M. Kiss
Alderman V. Agro
Alderman P. Valeriano
Alderman P. Cowell
Alderman D. Agostino
Alderman T. Murray

Also present: Alderman D. Christopherson
Mr. J. Pavelka, Director of Public Works
Mr. D. Lobo, Public Works Department
Mr. M. Main, Director of Traffic
Mr. G. Aston, Regional Engineering Department
Mr. G. Lake, Regional Laboratories
Mr. M. Watson, Property Department
Mr. M. Main, Director of Traffic
Mr. Westaway, Noise Control Officer
Mr. Mauceri, Hamilton Street Railway
Mr. L. Sage, Chief Administrative Officer
Mr. D. Powers, City Solicitors Department

The minutes of the Tuesday, September 19, 1988 meeting of the Transport and Environment Committee were adopted as circulated.

Closing Date relative to the Purchase of 97 Queenston Road

The Committee approved the following recommendation of the Director of Property respecting the extension of a Closing Date relative to the Purchase of 977 Queenston Road:

(a) That the Option to Purchase agreement, respecting part of 977 Queenston Road, dated April 28, 1988 as adopted by City Council on May 10, 1988 as Item 1 of the Eighth Report of the Transport and Environment Committee, be amended by extending the closing date to December 19, 1988.

(b) That time is to remain of the essence of the agreement and all other items and conditions of the agreement are to remain the same.

Exchange of Lands at the south-west corner of Arrowsmith and Centennial Parkway North

The Committee approved the following recommendation of the Director of Property respecting the exchange of lands at the south-west corner of Arrowsmith and Centennial Parkway North:

(a) That an Option to Purchase part of the property known as 315 Centennial Parkway North executed by Sonan Developments Limited and Ironwood Construction Limited on September 21, 1988 and scheduled for closing on December 7, 1988 be approved and completed.

NOTE: The subject parcel has a frontage along the westerly limit of Centennial Parkway North of 195 feet (59.4 metres) more or less, by a depth of 10 feet (3.04 metres) more or less, shown cross-hatched on the attached plan. The purchase price of $1 is to be charged to Account No. 0280-02.

(b) That an Offer to Purchase the City property along the southerly limit of Arrowsmith Road executed by Sonan Developments Limited and Ironwood Construction Limited on September 21, 1988 and scheduled for closing on December 7, 1988 be approved and completed.

NOTE: The subject parcel has a frontage along the southerly limit of Arrowsmith Road of 210 feet (64 metres) more or less, by a depth of 11 feet (3.6 metres) more or less, containing 1,685.53 square feet (156.59 square metres) more or less, shown cross-hatched on the attached plan. The sale price of $1 is to be credited to Account No. 0280-02.

Purchase of Land from the Board of Education for the Extension of Templemead Drive

The Committee approved the following recommendation of the Director of Property respecting Purchase of land from the Board of Education for the Extension of Templemead Drive:

That an Option to Purchase part of Lot 6, Concession 8, executed by the Board of Education for the City of Hamilton on September 15, 1988 and scheduled to close on or before December 6, 1988 be approved and completed.

NOTE: The subject parcel of land which is required by the City for the extension of Templemead Drive, is located east of Upper Gage Avenue between Stone Church Road East and Rymal Road East and is composed of part of Lot 6, Concession 8, more particulary shown as Part 1 on Plan 62R-9471 containing an area of 519.46 square metres (5,610 square feet) for the purchase price of $8 344 (plus legal fees not to exceed $1 000) which is to be charged to Account No. 0280-02.

Authority to Enter the Redhill Valley Land by the Regional Municipality of Hamilton-Wentworth for Soil testing

The Committee approved the following recommendation of the Director of Property respecting the Authority to Enter the Redhill Valley Land by the Regional Municipality of Hamilton-Wentworth for Soil testing:

That the City of Hamilton grant the Regional Municipality of Hamilton-Wentworth an Authority to Enter on City owned lands - Red Hill Valley near Mount Albion Road for soil investigation purposes related to the North-South Freeway Project subject to the following conditions:

In consideration of the Regional Municipality of Hamilton-Wentworth:

- assuming all risk not previously existing, directly resulting from entry on the said lands by the Region, and

- assuming all costs and expenses not previously existing directly resulting from any construction, reconstruction, relocation, repair and maintenance of any ground and underground fixtures, installations, devices, pipes, utilities, conduits, buildings or structures occasioned by reason of the construction of the Works.

The City hereby authorize the Regional Municipality of Hamilton-Wentworth, its servants and agents, to make entry on the said lands as the Region may require for soil investigation purposes pertaining to the North-South Freeway Study. The Region must restore the said land to its former state.

Garbage Collection in alleys

The Committee approved the following recommendation of the Director of Public Works respecting Garbage Collection in Alleys:

(a) That garbage collection in the following alleys cease and that a curb-side street collection be used in its place:

i. Alley #1 - Alley in the block bounded by Main Street East, King Street East, Emerald Street South and East Avenue South,

ii. Alley #2 - Alley in the block bounded by Robinson Street, Charlton Avenue West, Bay Street South and Caroline Street South,

(b) That staff formally notify the residents affected in person or by written notice, of why this change is happening and when it will take effect.

Banner Display Application

Leeds of Hamilton

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Banner Display Application:

That "Leeds of Hamilton" be permitted to display a promotional banner across Main Street West, in front of City Hall, from December 26, 1988 to January 2, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"LEEDS Bridal Show '89
Hamilton Convention Centre January 10th and 11th 1989"

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to this motion.

Incorporation of Lan

- Templemead

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Incorporation of Lands into Templemead Drive:

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Parts 10, 11, 12, 13, 14, 15, 16 & 17, Plan 62R-8070 into Templemead Drive.

- Independence Drive

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Incorporation of Lands into Independence Drive:

That the City Solicitor be authorized and directed to prepare a By-law to Incorporate Parts 18, 19, 20 and 21, Plan 62R-8070 into Independence Drive.

Inadvertenet Encroac ment Agreement

- 31 Grosvenor Avenu South

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement at 31 Grosvenor Avenue South:

That the application of Mr. E. Fedak, Solicitor on behalf of the present owners of 31 Grosvenor Avenue South, Bogdan and Jennifer Ilic, to retain the inadvertent encroachments consisting of:

- wooden steps, 1.13m x 1.32m; and

- 2-1/2 storey brick house, 0.08 x 1.06m

be approved during the pleasure of City Council, provided:

(a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

(b) That a first year fee of $125 and subsequent annual fee of $20 be set for this privilege; and

(c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

Inadvertent Encroachment Agreement

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement at 585 Cannon Street East and 40 Chestnut Avenue:

- 585 Cannon Street East and 40 Chestnut Avenue

That the application of Mr. K. Godin, owner of 585 Cannon Street East and 40 Chestnut Avenue to retain the inadvertent encroachment consisting of a fire escape measuring .375m x 7.92m x 6.32m, be approved during the pleasure of City Council provided:

(a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

(b) That a first year fee of $105 and subsequent annual fee of $20 be set for this privilege; and

(c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement at 737 Barton Street East:

- 737 Barton Street East

That the application of Mr. Jae Hwang, owner of 737 Barton Street East, to retain the inadvertent encroachments consisting of:

- Chimney, -.36m x 0.23m; and

- Exhaust Duct, 0.76m x 0.36m

be approved during the pleasure of City Council, provided:

(a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

(b) That a first year fee of $125 and subsequent annual fee of $20 be set for this privilege; and

(c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

Parking Regulations
- Mulberry Street between MacNab Street North and Park Street North

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on Mulberry Street between MacNab Street North and Park Street North:

(a) That a "One Hour Parking Time Limit" regulation to be in effect 24 hours a day, seven days a week, be implemented on both sides of Mulberry Street between MacNab Street North and Park Street North; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations
- North Side of Delmar Drive between Columbia and Daytona Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on the North Side of Delmar Drive between Columbia Drive and Daytona Drive:

(a) That a "One Hour Parking Time Limit, 9:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on the north side of Delmar Drive between Columbia Drive and Daytona Drive; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - Century Street between Steven Street and Wentwo North

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on Century Street between Steven Street and Wentworth Street North:

(a) That, in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 7:00 a.m. to 11:00 p.m., Monday to Friday" regulation be implemented on both sides of Century Street between Steven Street and Wentworth Street North; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - Riverdale Drive between Delawana Drive and Glenburn Court

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on Riverdale Drive between Delawana Drive and Glenburn Court:

(a) That parking be prohibited on the west side of Riverdale Drive between Gainsborough Road and the northerly limit of the residential property at No. 55 Riverdale Drive; and

(b) That the existing parking prohibition be rescinded and unrestricted free parking be permitted on the east side of Riverdale Drive between Glenburn Court and the northerly limit of No. 50 Riverdale Drive; and

(c) That City Traffic By-law 66-100 be amended accordingly.

Intersection Contro - Beston Drive and Landron Avenue an Locheed Drive and Landron Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting Intersection Control at Beston Drive and Landron Avenue and Locheed Drive and Landron:

(a) That southbound traffic on Beston Drive be required to stop for eastbound and westbound traffic on Landron Avenue; and

(b) That northbound traffic on Locheed Drive be required to stop for eastbound and westbound traffic on Landron Avenue; and

(c) That City Traffic By-law 66-100 be amended accordingly.

Intersection Contro - Strathearne Avenu and on Main Stree East at the Queen- ston Traffic Circ

The Committee approved the following recommendation of the Director of Traffic Services respecting Intersection Control on Strathearne Avenue and on Main Street East at the Queenston Traffic Circle:

(a) That westbound traffic on Main Street East be required to stop for traffic on Strathearne Avenue and for traffic on Queenston Road at the Queenston Traffic Circle:

(b) That the existing yield sign for southbound traffic on Strathearne Avenue at Main Street East be removed; and

(c) That westbound traffic on Main Street East be prohibited from turning left onto Strathearne Avenue; and

(d) That City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting the Establishment of Bus Stops:

Establishment of Bus Stops

(a) That in accordance with the request of the Hamilton Street Railway Company, the following bus stop additions be approved:

- Upper Ottawa Route - Southbound - Nebo Road at No. 180 Nebo Road (M/B)

- Limeridge Route - Eastbound - Limeridge Road opposite Lynbrook Drive (M/B)
- Westbound - Limeridge Road at Garth Street (M/B)

(b) That City Traffic By-law 66-100 be amended accordingly.

401 Woodward Avenue

Alderman Christopherson appeared before the Committee to advise that area residents north of Barton Street and East of Woodward Avenue are having to listen to the noise emanating from trucks parked at the vacant property at 401 Woodward Avenue.

After considerable discussion it was moved by Alderman Agro seconded by Alderman Agostino:

(a) That the Public Works Department supply and place armour rocks in the two driveway approaches on the private property at 401 Woodward Avenue, at a total cost not to exceed $600; and

(b) That this amount be cost shared with the owner of the property on a 50% basis and that the City's Share of the costs be found within the existing Public Works Budget. Carried.

Railway lands in the east end of the City

Alderman Agostino advised the Committee that he was experiencing complaints from neighbours who abutted Railway Lands in the east end of the City. He indicated that the weeds and grass had become so unruly in this area that it was deterring from the overall appearance of the surrounding neighbourhood properties.

After considerable discussion it was moved by Alderman Agostino seconded by Alderman Agro:

(a) That the Honourable Shirley Martin be invited to the next meeting of the Transport and Environment Committee to discuss problems associated with the maintenance of railway property; and

(b) That staff have all information and reports available for this meeting. Carried.

CP Railway for the clean up of the railway lands from Cochrane-Quigley Roads

It was further moved by Alderman Agostino seconded by Mayor Morrow that the City of Hamilton take action on the complaint against CP Railway for the clean up of the railway lands from Cochrane Road to Quigley Road in the East end of the City. Carried.

BILLS

The following Bills were introduced:

(a) By-law to close and sell a triangular parcel of road allowance abutting 24 Ravenscliffe Avenue designated as Part 1, Plan 62R-8133

(b) By-law to Incorporate Part 1, Plan 62R-9553 into Rita Avenue

(c) By-law to amend By-law 66-100 to Regulate Traffic.

(d) By-law to amend By-law 66-100 to Regulate Traffic.

At 3:20 o'clock p.m. the Committee received delegations.

Parking removed from both sides of Bold Street

Mrs. Trigiani, 267 Bold Street, appeared before the Committee requesting that Parking be removed from both sides of Bold Street.

After considerable discussion it was moved by Mayor Morrow seconded by Alderman Valeriano that Alderman Kiss and Mrs. Trigiani meet and attempt to devise a suitable resolution to the problem in this area and to report back to the Committee with a recommendation. Carried.

447 Herkimer Street

Mrs. Vicki Nethercott owner of the property at 447 Herkimer Street appeared before the Committee requesting residential boulevard parking at her property.

After considerable discussion it was moved by Alderman Kiss seconded by Alderman Agostino that residential boulevard parking at 447 Herkimer Street be approved. Carried.

57 Cherry Ridge Clos

Mr. and Mrs. Wityk 57 Cherryridge Close appeared before the Committee in opposition to the construction of a fence by their neighbours on the Road Allowance of 37 Cherryridge Close.

After considerable discussion it was moved by Alderman Agro seconded by Alderman Kiss that staff be directed to advise the owner of 37 Cherry Ridge Close that he cannot construct a fence on the road allowance and that further construction must cease. Carried.

Alley Closure east-west, 1st Alley Nort of Main Street from Margaret Street to t North-South Alley

With respect to a request for an alley closure east-west, 1st Alley North of Main Street from Margaret Street to the North-South Alley, it was moved by Alderman Kiss seconded by Alderman Copps that no action be taken. Carried.

There being no further business the meeting was adjourned.

TAKEN AS READ AND APPROVED,

Robert C. Prowse,
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

FOR ACTION

2.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1988 October 13
COMM FILE:
DEPT FILE: 88-5080

SUBJECT: Construction of New Mountain Public Works Yard
Rymal Road, Hamilton

RECOMMENDATION:

(a) That the estimated cost for the construction of the New Mountain Public Works Yard on Rymal Road be increased by $350,000 from $2,400,000 to $2,750,000.

(b) That the City Treasurer be requested to recommend to the Executive Committee the means of financing this increase.

J.G. Pavelka

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

On 1988 August 30, City Council approved Item 7 of the Twelfth Report of the Transport & Environment Committee. That report dealt with the various aspects of the sale and redevelopment of our existing Public Works Yard on Mohawk Road at Warren Avenue. The estimated net proceeds from that sale and development are expected by the Property Department to be in the order of $600,000 - an increase of $350,000 from that used in the original estimates and approvals for this project.

BACKGROUND:

The total project budget for this facility is currently $2,400,000. This includes the consulting fees, construction cost, permits and a small contingency allowance. The details of the revised project budget totalling $2,400,000 are included in the Manager of Purchasing's report dated 1988 October 13 as Appendix 'E'to that report.

This project, in total, was originally intended to allow construction of other works which, in light of the Tendered costs for the building and the Architectural Fees, will not be possible without additional funding being provided.

The additional works are described as follows:

(i)	Furnishings and equipment	- $50,000
(ii)	Channelization of Rymal Road	- $100,000
(iii)	Landscaping	- $73,000
(iv)	Fencing, additional granular and related site work	- $127,000
	TOTAL	- $350,000

The above-listed items are required to properly finish the site and provide for safe access to it.

The total of the currently approved $2,400,000 and the requested additional funds in the amount of $350,000 form the total proposed cost of this project, as noted in Recommendation (a) above.

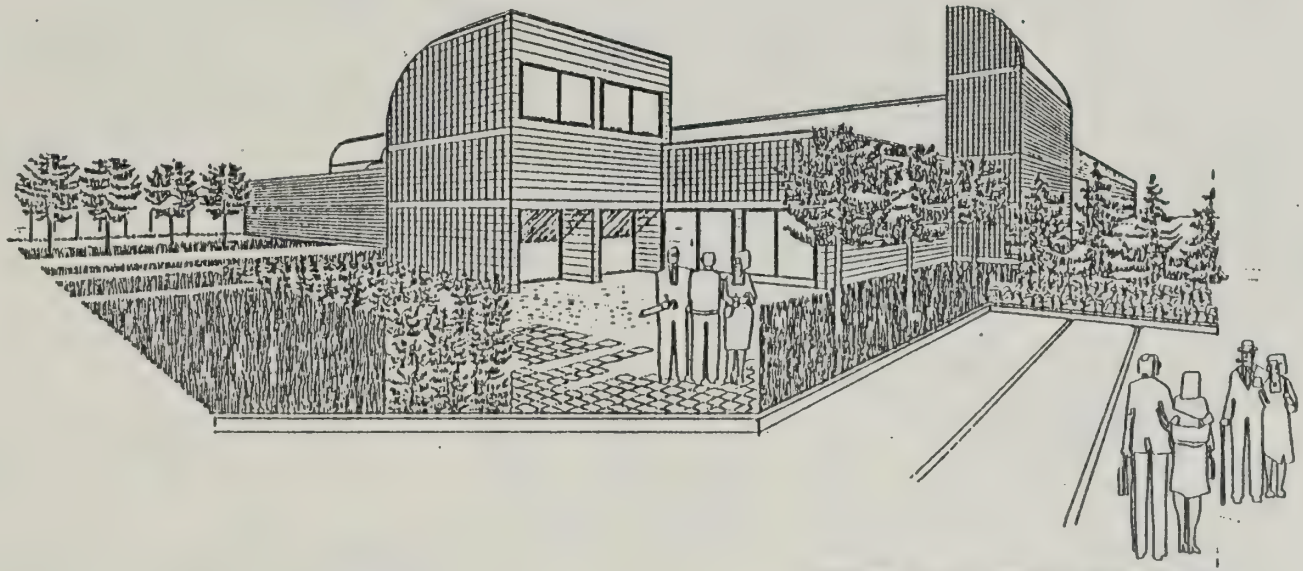
The increased expected net receipts from the sale and development of the Public Works Yard on Mohawk Road at Warren Avenue, in the amount of $350,000, is a realistic potential source of the additional required funding.

Attached, as Appendix 'A', is a copy of the reduced scale drawings of the project - as produced by Bruce Berglund, Architects. These are provided for your information.

dh/

cc - Mr. E. C. Matthews, City Treasurer
Mr. D. W. Vyce, Director of Property

APPENDIX 'A'



OFFICE AND UTILITY BUILDING

HAMILTON

BRUCE BERGLUND · ARCHITECTS

DESCRIPTION | DATE | BY

REVISIONS

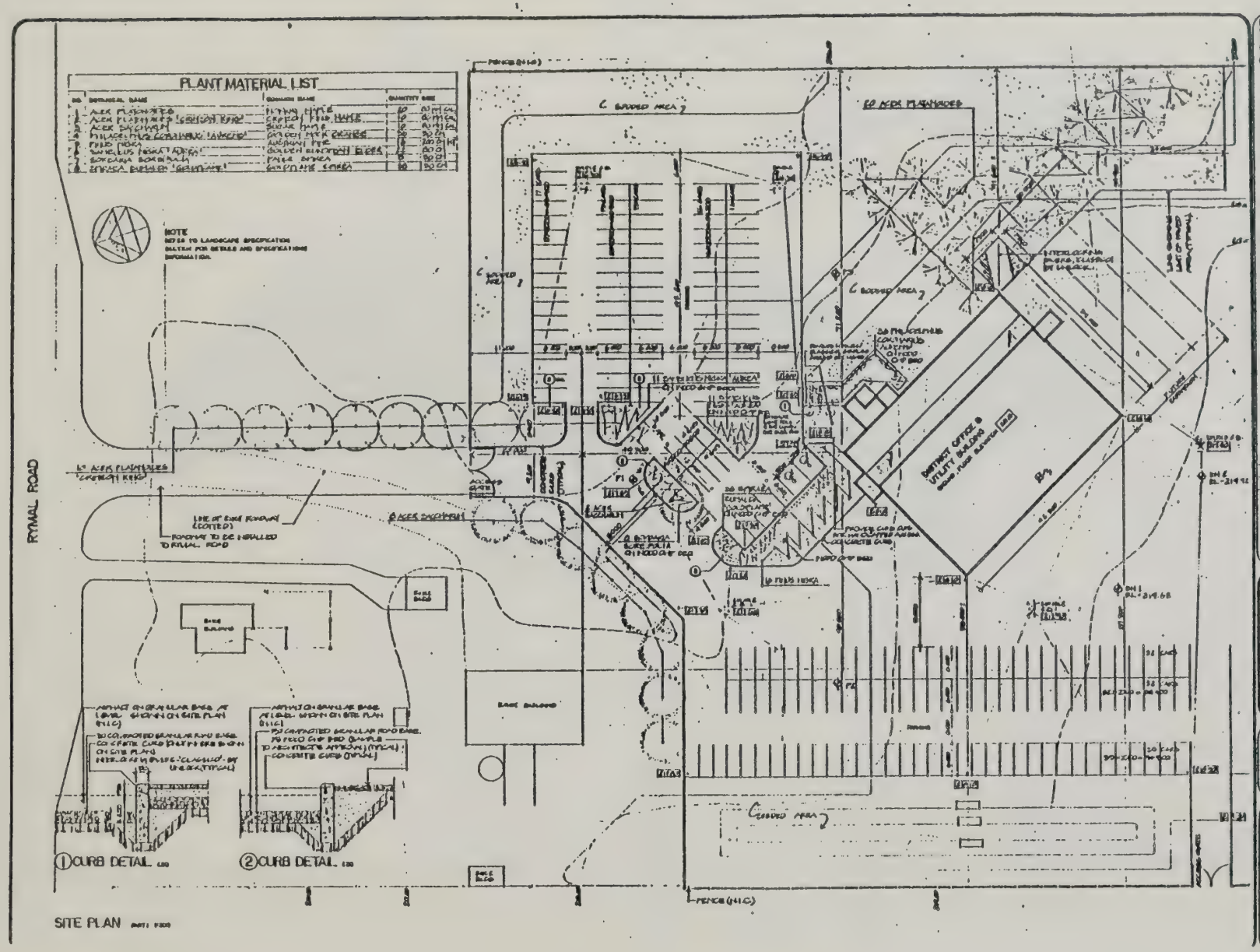
THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ALL ERRORS AND OMISSIONS TO THE ARCHITECT. DO NOT SCALE THE DRAWINGS. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED BY THE ARCHITECT

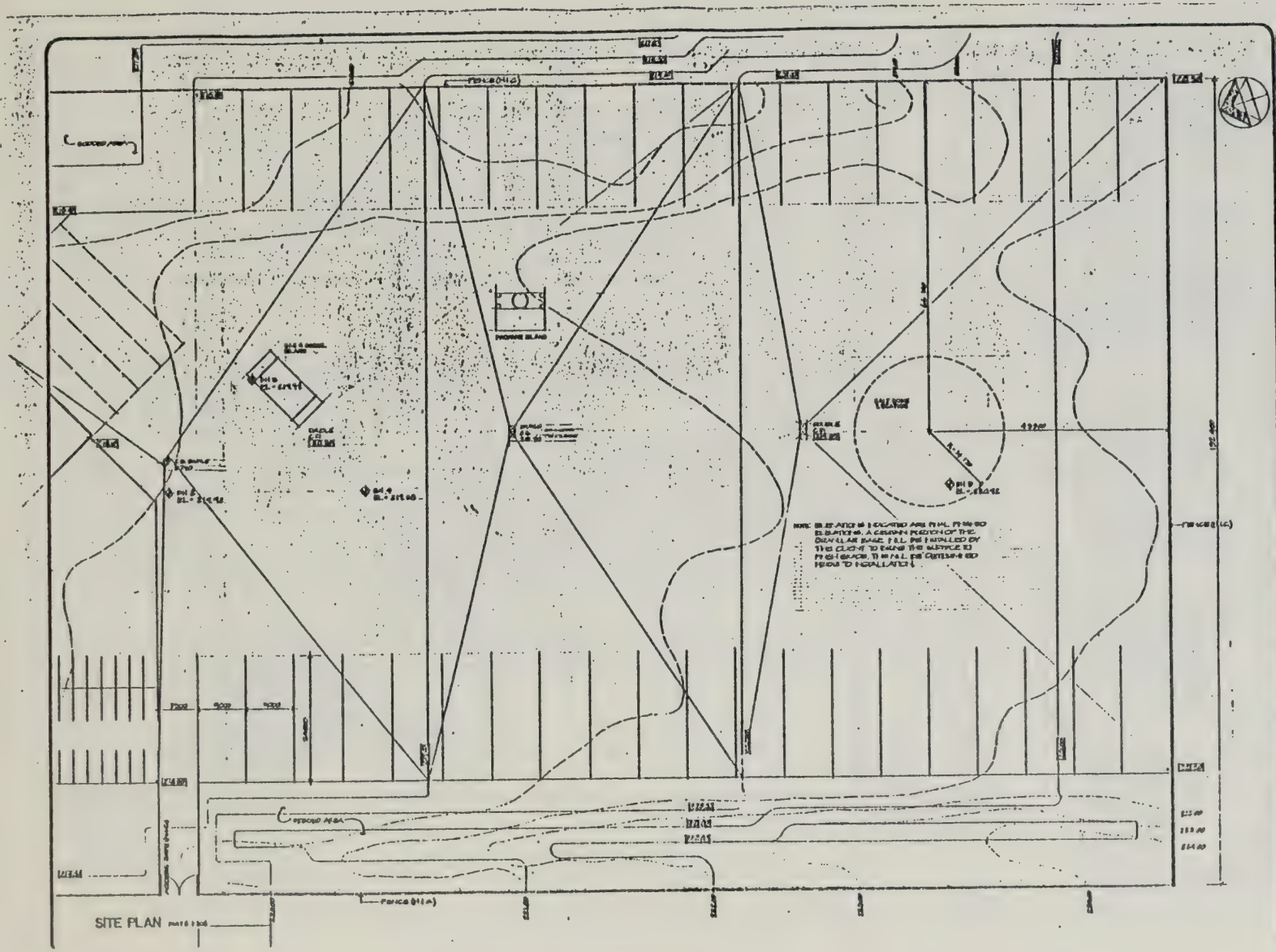
BRUCE BERGLUND ARCHITECTS

DRN. | CHKD. | DATE | SCALE

PROJECT

DRAWING


PLANT MATERIAL LIST
RYMAL ROAD
DISTRICT OFFICE & UTILITY BUILDING
BASE BUILDING
① CURB DETAIL
② CURB DETAIL
SITE PLAN
BENCH MARK
BUILDING CLASSIFICATION
LEGEND
NOTE
BRUCE BERGLUND ARCHITECTS
DISTRICT OFFICE AND UTILITY
1



DESCRIPTION

REVISIONS

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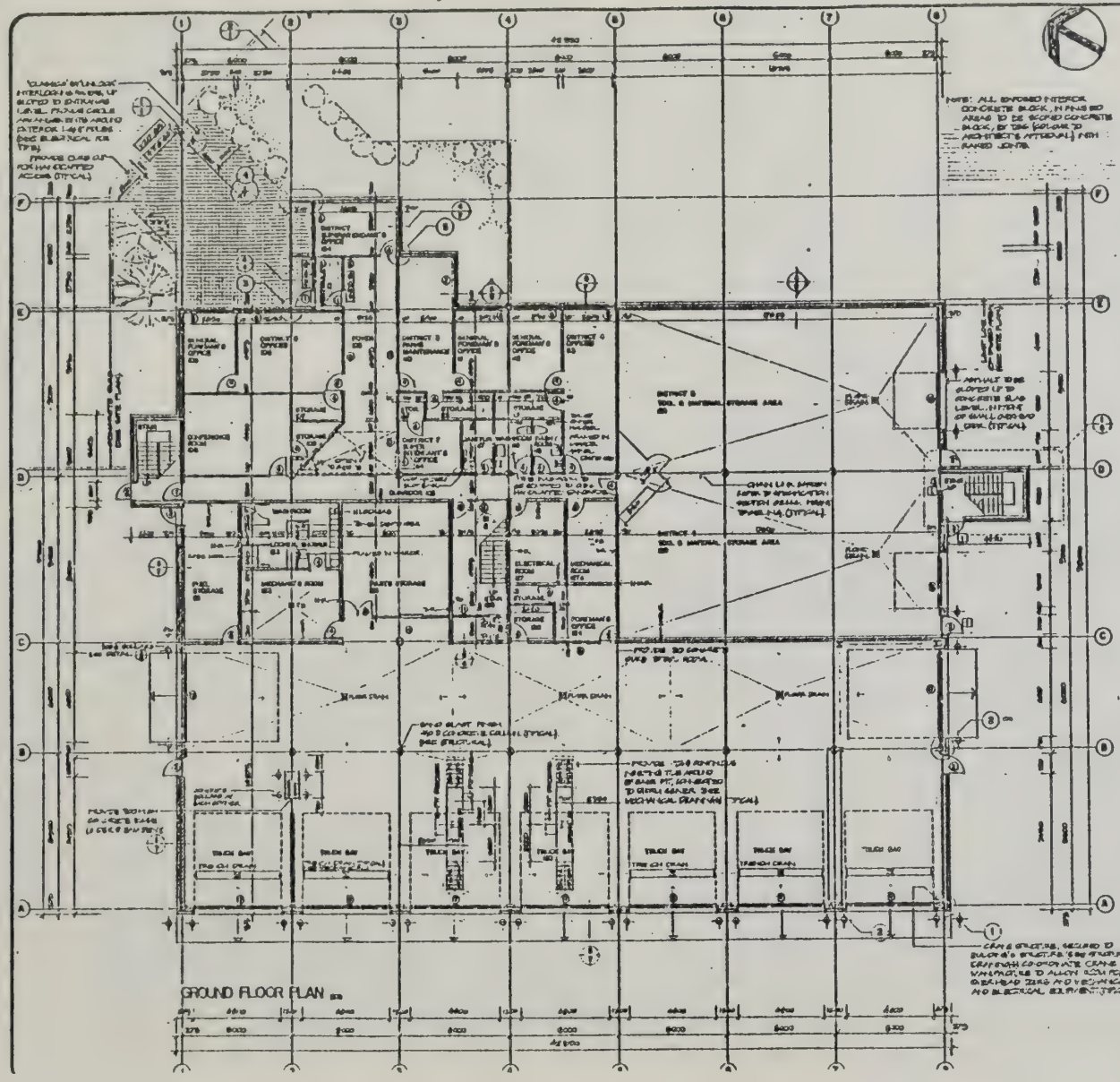
ONTARIO ASSOCIATION OF ARCHITECTS

BRUCE BERGLUND ARCHITECTS

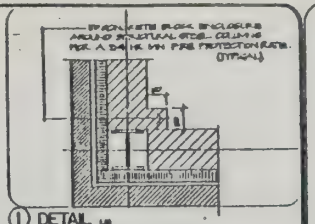
DISTRICT OFFICE AND UTILITY

SITE PLAN PART 1

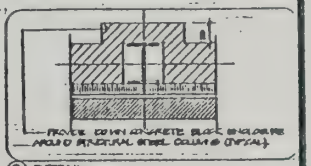
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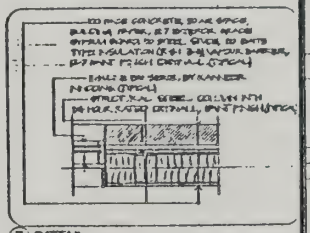
GROUND FLOOR PLAN



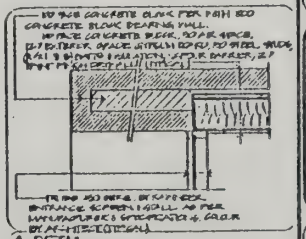
① DETAIL



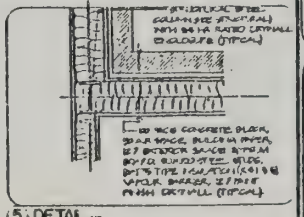
② DETAIL



③ DETAIL



④ DETAIL



⑤ DETAIL

FROM BFI BRITAND SPACE PLANNING RECORDS

SITE CONSTRUCTION TO BE IN ACCORDANCE WITH ONTARIO BUILDING CODE AND REGULATIONS OF ALL APPLICABLE AUTHORITIES.

DESCRIPTION	DATE	NO
REVISIONS		

THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ALL ERRORS AND OMISSIONS TO THE ARCHITECT. DO NOT SCALE THE DRAWING. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED BY THE ARCHITECT.

ONTARIO ASSOCIATION OF ARCHITECTS

BRUCE BERGLUND ARCHITECTS

DRN.	CHKD.	DATE	SCALE
			AS NOTED

DISTRICT OFFICE AND UTILITY BUILDING, ROYAL ROAD, HAMILTON-WENTWORTH.

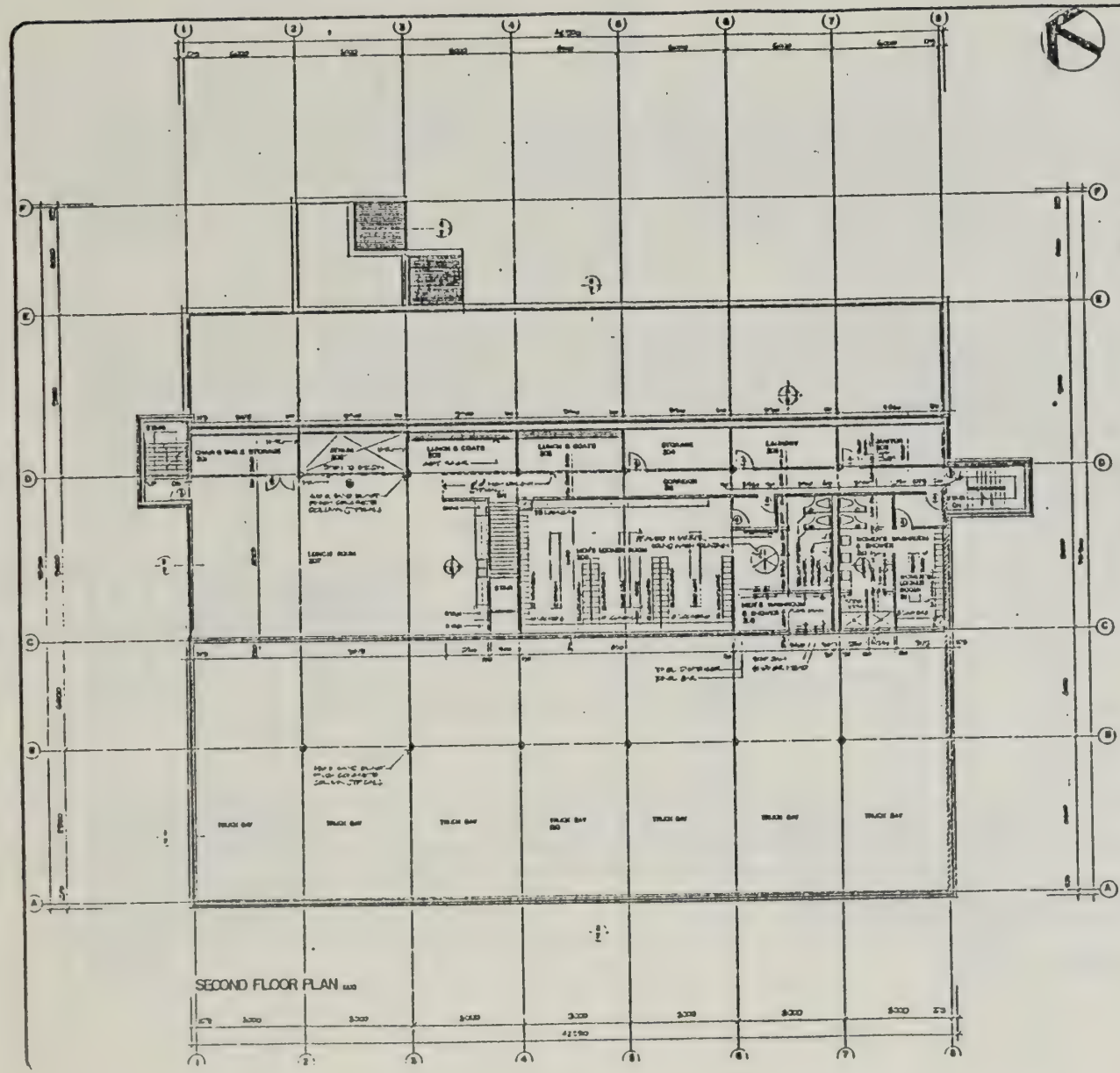
PROJECT

GROUND FLOOR PLAN

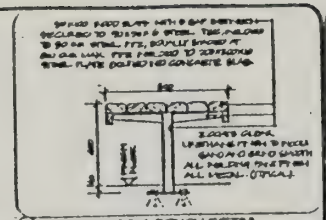
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PROJECT NO. 8707-086

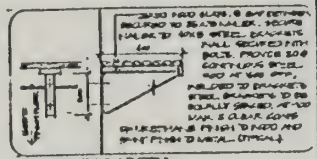
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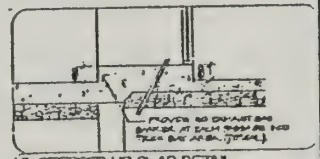
SECOND FLOOR PLAN



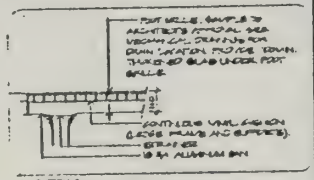
1 LOCKER ROOM BENCH DETAIL



2 COAT RACK DETAIL



3 STEPPED UP SLAB DETAIL



4 DETAIL

NOTE: ALL EXPOSED INTERIOR CONCRETE BLOCK IN FINISHED AREAS TO BE SCORED CONCRETE BLOCK, BY U.S. COLORADO ARCHITECT'S APPROVAL, WITH RAKED JOINTS

DESCRIPTION | DATE

REVISIONS

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COLORADO SPRINGS, COLORADO
ARCHITECTS

BRUCE BERGLUND ARCHITECTS

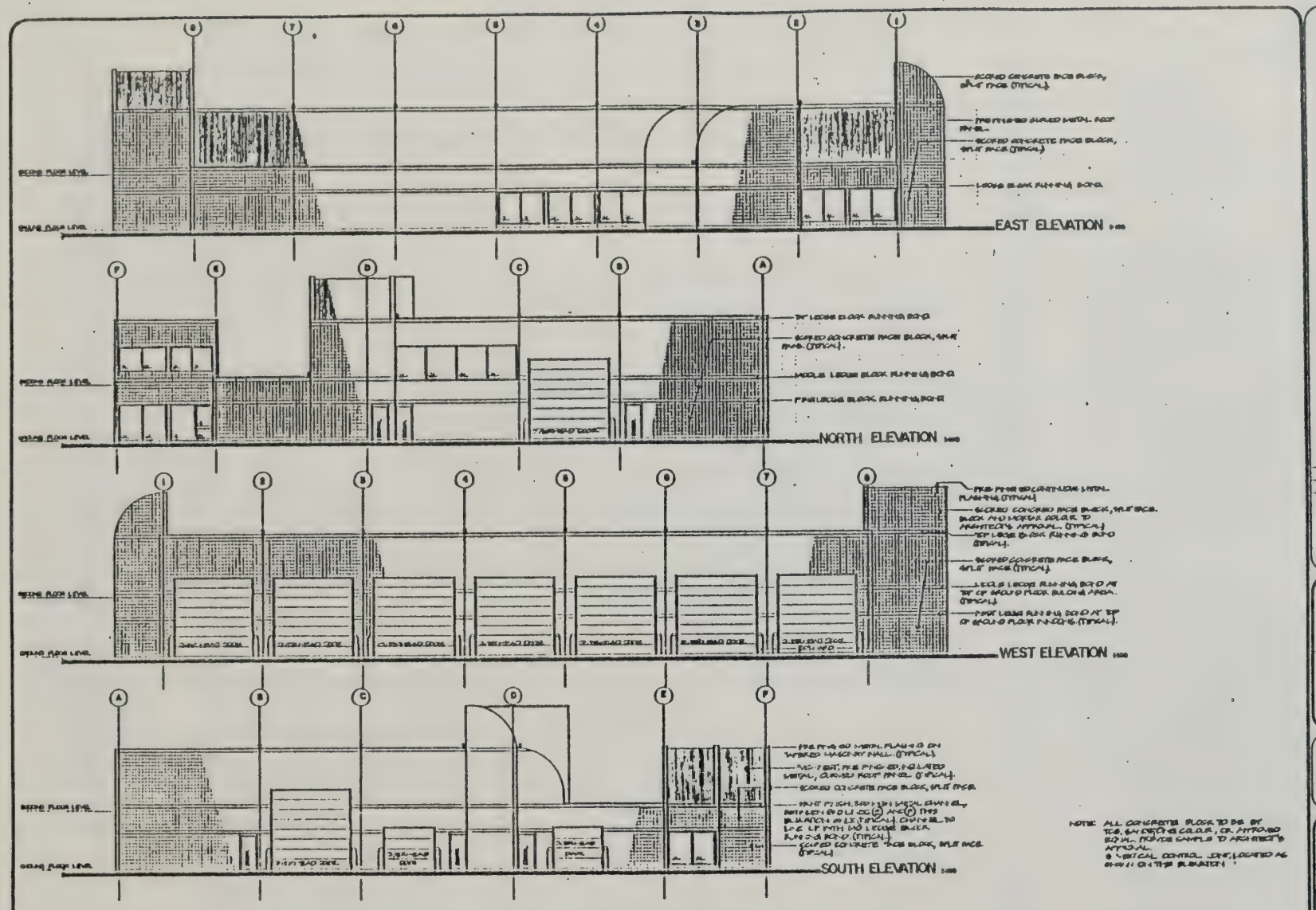
DRWN | CHKD | DATE | SCALE

DISTRICT OFFICE AND UTILITY BUILDING, STAGE ROAD, MANITOU

SECOND FLOOR PLAN, DETAILS

PROJECT NO. 87-666

4



NOTE: ALL CONCRETE BLOCK TO BE, BY TCB, ON ONTARIO COLOR, OR APPROVED EQUAL. PROVIDE SAMPLE TO ARCHITECT'S APPROVAL.
A VERTICAL CONTROL JOINT, LOCATED AS SHOWN ON THE ELEVATION.

DESCRIPTION | DATE | No

REVISIONS

THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ALL ERRORS AND OMISSIONS TO THE ARCHITECT. DO NOT SCALE THE DRAWINGS. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED BY THE ARCHITECT.

ONTARIO ASSOCIATION OF ARCHITECTS

BRUCE BERGLUND ARCHITECTS

No.	ERRS	DATE	SCALE
			AS NOTED

DISTRICT OFFICE AND UTILITY BUILDING, ERMA ROAD, KAMETTE ONTARIO.
PROJECT

ELEVATIONS
DRAWING

PROJECT No.
A7-87-06

10

FOR ACTION

3.

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE
COM
DEPT

SUBJECT: CONSTRUCTION OF DISTRICT OFFICE AND UTILITY BUILDING, RYMAL ROAD

RECOMMENDATION

(a) That a purchase order be issued to Frid Construction Company Limited, Hamilton in the amount of $2,255,000 for the construction of District Office and Utility Building, Rymal Road, in accordance with specifications issued by the Manager, Architectural Division, Property and Vendor's tender.

(b) That a contract be entered into satisfactory to the City Solicitor.

(c) That approval be given to amend the Consultant Architect's contract, B. Berguland, to increase the fees and expenses from $113,000 to $120,000.

NOTE: Lowest of five (5) tenders received. Funds provided in Construction of New Mountain Public Works Yard, Rymal Road
- Contractural Services Account #0408-V72895 ($2,255,000) and
- Consultant and Professional Fees Account #0408-V72893 ($7,000)

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND

(a) Tender Analysis

Frid Construction, Hamilton	$2,255,000.00 *
Demik Construction, Hamilton	2,322,700.00
Dineen Construction, Rexdale	2,389,000.00
Falla Construction, Hamilton	2,425,000.00
James Kemp Construction, Hamilton	2,493,000.00

* This includes $5,000 savings because of negotiated mechanical deletion. Other savings and options have been negotiated which equals $101,650 and will be added to the tendered "General Contingency Allowance". See Appendix A- Recommendation of Consultant - B. Berguland

(b) Recommendation of Consultant - B. Berguland, See Appendix A

(c) Chronological Summary of Events - Manager, Architectural Division, Property, See Appendix B

(d) Analysis/Class 'A' Estimate and Tender Price Differences - Manager,

BACKGROUND Continued

(e) Construction Costs - Manager, Architectural Division, Property, See Appendix D

(f) Revised Project Budget - Manager, Architectural Division, Property, See Appendix E

(g) Consultant Architect's Fees and Expenses - Manager, Architectural Division, Property, See Appendix F

A separate report will be submitted to the Committee by the Director of Public Works regarding the total site development.

BRUCE BERGLUND
ARCHITECT

17 HERKIMER STREET
HAMILTON ONTARIO
L8P 2G1 TEL 529-5881

APPENDIX 'A'

October 4, 1988

The Corporation of the City of Hamilton
City Hall
71 Main Street West
Hamilton, Ontario, L8N 3T4

Attention: Mr. D. Koba
Project Manager, Architectural Division

Re: District Office & Utility Building
Rymal Road, Hamilton
Tender Analysis

Dear Sir:

We submit the following information regarding our tender on the District Office and Utility Building which closed Wednesday September 21, 1988 at 3:00 P.M.

The following are the tenders received in order of value:

Frid Construction	$2,260,000
Demik Construction	$2,322,700
Dineen Construction	$2,389,000
Falla Construction	$2,425,000
James Kemp Construction	$2,493,000

Although the lowest tender submitted by Frid Construction at $2,260,000 is above our tender confirmation of August 17/88, we feel the market has reflected a fair value for this particular project at this point in time. We received five valid submissions from well-respected construction organizations and the overall tender spread was within acceptable limits, thereby defining true market value.

As indicated in our letter of August 17/88, the unknown element in our tender was the impact of the multi-trade wage settlement this spring. We feel the higher cost than estimated is a reflection of these settlements.

Prior to the development of final working drawings and specifications, our project program was reduced significantly due to estimate overage. At that time we reduced the building gross floor area and the outside site development to substantially reduce the project costs.

88.10.07

The present tendered project has extensive site servicing (ie. septic tank lengthy servicing connections, large site development areas) which contribute to our project budget.

Although constructed many years after your Chedoke Services and Utility Building, the actual building costs are comparable, which would indicate an excellent dollar value for a technically updated facility.

We would not advise including the cost savings suggested in Frid Construction's letter dealing with
- landscaping
- concrete curbs
- overhead crane

We feel the landscaping and curbs are essential to the completion of the project and already have been reduced to minimize the cost impact on the tender. The crane is a necessary functional element to the use of the facility by the staff.

Although the elimination of a number of items may reduce the project cost, I would imagine they would ultimately be installed at a significant cost increase. This building and its site development have been closely monitored during development to produce an economical tightly planned facility.

It is our general feeling that although the project at $2,260,000 is over the original target estimate at $2,000,000, we are receiving excellent market value for what we believe is a tightly programmed facility. We believe that any significant reduction would not return the true dollar value received at tender price, and may jeopardize the function of this facility.

Yours truly,

Bruce Berglund, M.O.A.A.

CHRONOLOGICAL SUMMARY OF EVENTS

1. March 10, 1987. City Council adopted Transport and Environment Committee's (TEC) recommendation that the gross cost of the project be $ 2,007,000.00 less land sales of $ 250,000.00. Net financing is $ 1,757,000.00. New building to accommodate Streets Division (Districts 4 and 5) Parks Division (District 3), and Mount Hamilton Cemetery. OMB approval required.

2. May 12, 1987. "FOR ACTION" Report (April 14, 1987) to TEC from the Public Works Department (PWD). Recommendation adopted by City Council that a variance of 800 feet to 500 feet be permitted. Construction was to begin in 1987. Site was to accommodate two storey building (Concept drawing approved), and parking, storage area, salt dome, loading ramp, tile bed, berms both sides, separate entrance and exit driveways and a widening of Kymal Road to accommodate vehicles turning to/from the site.

3. May 7, 1987. Decision to start project's development in July 1987 when new Architectural Division Manager on staff.

4. May 11, 1987. PWD to start grading the site.

5. July 10, 1987. Architectural Division (AD) starts planning project by initiating "Project Brief". (A document that identifies all the requirements to the Consultant).

6. July 29, 1987. AD produces project schedule.

Consultant Architect Selected	Sept. 87
Tender	June 88
Construction Start	Aug. 88
Construction Complete	May 89

7. September 28, 1987. Architectural Division develops a Class 'C' Estimate based on the requirements itemized in the Project Brief and based on the new construction schedule revised to 1988 from 1987. Estimate was increased by $ 393,000.00 from PWD's estimate of $2,007,000.00 to $2,400,000.00. Expenditures by PWD to date against this account was $1,904.00. Estimate included $110,000.00 for a ramp and salt dome. A contingency of 5% which equalled $115,000.00 was included. At this stage of project development a 5% contingency is considered extremely low. Normally a 15% contingency would be carried. The acceptance of this high risk has later repercussions.

8. November 10, 1987. Soil investigation report completed and submitted to AD by Structural Limited. Cost $ 1,700.00

9. November 27, 1987. "For Action" Report to TEC from Property Department recommending B. Berglund as the consultant architect. Maximum contract price of $ 113,000.00 of which the fee component is $ 97,000.00.

The "Background" stated that Public works unilaterally expended $ 1,904.00 on the site against the project account, and that the estimated construction cost of $2,056,500.00 included this amount. Item 1.5 states "A contingency of 5% has been included in the total class 'C' Estimate. The estimate is considered to be very stringent, and will require a very cost conscious approach to the design of the project."

10. December 8, 1987. City Council adopted the Report in item 9 above.

11. January 12, 1988. Letter to B. Berglund, architect. Professional liability insurance policy not in place and therefore consultant contract not executed. Project design delayed.

12. February 17, 1988. Memo to City Treasurer from Director of Property alerting Treasury of charges to the project account that the Architectural Division (AD) is not aware, and therefore not included in the project estimate. PWD also notified. Charges from O.M.B., Committee of Adjustment., and rent not included in estimate. PWD site work also not included, and to date value of this work unknown.

13. April 20, 1988. Construction Estimate (Class 'B') prepared by the Consultant B. Berglund and presented to the City's project team based on design drawings. Estimate totalled $3,190,229.00 which was approximately $1,200,000.00 over the construction estimate (Class 'C') given to the consultant.

14. April - May 1988. The Architectural Division directed the project team to reduce the estimate to the authorized total. Through numerous discussions the project team agreed to many changes. The significant deletions were as follows;

.1 Salt Dome.
.2 Loading Ramp.
.3 Asphalt paving.
.4 Exterior lighting reduced.
.5 Cemetery offices and storage will not be included.
.6 One structural bay reducing the build area by approximately 3200 s.f.
.7 Fencing.
.8 Truck drive-through width reduced.
.9 Storm and sanitary (future use) connections.

Note: Channelization for Rymal at $ 100,000.00 not discussed.

15. April 27, 1988. B. Berglund's revised estimate of $2,462,810.00 still over budget.

16. April 27, 1988. Letter from AD to B. Berglund outlining possible revisions and costs to reduce the project estimate to $2,000,000.00.

17. April 29, 1988. B. Berglund's second revision of estimate produced the final design parameters estimated at $2,000,000.00 (Class 'B').

18. May 10, 1988. City Council adopted recommendation of Executive Committee that gross cost (increase) of $ 393,000.00 be allocated, and that OMB approval be sought for the increase from $1,757,000.00 (net) to $2,150,000.00 (Net).

19. May 26, 1988 Memo from PWD to AD re: CHANNELIZATION of Rymal Rd. at an estimated cost of $100,000.00. AD requested by PWD to include this cost in the project estimate.

20. June 17, 1988. Letter to B. Berglund from City Solicitor. No consultant contract executed to date due to insurance certificate not received.

21. August 10, 1988. Consultant architect contract executed and received by AD.

22. August 12, 1988. "For Action" Report to TEC from Property recommending authorization to tender.

23. August 17, 1988. Letter to AD from B. Berglund confirming estimate of $2,000,000.00 (Class 'A' Estimate).

24. September 21, 1988. Tenders closed.

25. September 22, 1988. Tender analysis received from Purchasing Division listing tenders as follows;

.1	Frid Construction	$2,260,000.00	(Condition)
.2	Demik Construction	$2,322,700.00	(Conditions)
.3	Dineen Construction	$2,389,000.00	
.4	Falla Construction	$2,425,000.00	(Sub-contractors not listed)
.5	James Kemp Construction	$2,493,000.00	

26. September 22 - October 6, 1988 B. Berglund discussions with Frid Construction and project team in order to achieve reductions to the bid price to bring it down to the budget.

27. September 23, 1988. Received Department of Buildings Examination Report listing outstanding items to be clarified. Extra costs to the tender not identified to date.

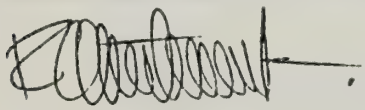
28. September 27, 1988. "For Action" Report to TEC from Property stating that proceeds from sale of PWD existing property will allow approximately $ 500,000.00 to $ 600,000.00 to be applied to new building. This is an increase of $ 350,000.00 from the 1987 estimate of $ 250,000.00.

29. October 4, 1988. Letter to AD from B. Berglund summarizing tenders and recommending that although the tender is over the budget, the price of $2,260,000.00, is providing the City with "excellent market value". Letter attached as Appendix.

30. October 7, 1988. O.M.B. approval for increased amount of $393,000.00 not received to date by AD.

PREPARED BY

ARCHITECTURAL DIVISION.



APPENDIX 'C' October 7, 1988

ANALYSIS/CLASS 'A' ESTIMATE AND TENDER PRICE DIFFERENCES

1.	Forecast of substantially lower economic activity in the construction industry for the fall of 1988 and 1989 was negated by the unexpected economic events of October 1987 which produced increased activity.	$ Exact cost Difficult to Quantify
2.	The project is approximately 10 weeks behind the Architectural Division's (AD) construction schedule produced in September 1987. Inflationary effect on the estimate is	$ 30,000.00 ±
3.	The delayed construction start date has increased the cost due to the complications of winter construction. Extra cost incurred in the range of	$ 25,000.00 to $ 75,000.00
4.	Multi-trade wage settlement in the Spring of 1988.	Exact cost Difficult to Quantify
5.	Acceptable variance between estimates and tenders is plus or minus 5%. Based on this Project 5% of $2,000,000.00 is	$ 100,000.00
6.	The site required better initial planning and estimating. Due to its size and certain design requirements, most of the difficulties centered on the site work. Net increase in this analysis is nil. However, other requirements, originally incorporated into this project had to be eliminated earlier. (See Background item no. 14 for detail).	$ Zero Net
7.	Total Difference	$ 260,000.00

PREPARED BY

ARCHITECTURAL DIVISION.

APPENDIX 'D' October 7, 1988

CONSTRUCTION COST

1.	Lowest Tender Submitted by the Frid Construction Company Limited	$2,260,000.00
2.	Accept Mechanical saving and utilize Trane Units	$ (5,000.00)
3.	Revised construction Price	$2,255,000.00

Note: Included in the construction tender in item no. 3 above is a "General Contingency Allowance" of $ 20,000.00

To increase this contingency amount to an acceptable level, the consultant has negotiated savings and options that will be generally reflected in the construction contract as follows;

1.	Amount of General Contingency Allowance as tendered.	$ 20,000.00
2.	Overhead Door Savings	$ 15,000.00
3.	Mechanical Savings	$ 9,600.00
4.	Entrance Matting Option	$ 4,050.00
5.	Landscaping and concrete curb Option	$ 73,000.00
6.	Total Savings and Options	$ 101,650.00
7.	Tendered Contingency	$ 20,000.00
8.	Revised General Contingency Allowance	$ 121,650.00

The optional items (total $ 77,050.00) will be constructed if the balance ($ 44,600.00) is sufficient to meet unforeseen construction items.

PREPARED BY

ARCHITECTURAL DIVISION.

APPENDIX 'E' October 7, 1988

REVISED PROJECT BUDGET

1.	Site		$ Nil
2.	Consultants.		
	.1 B. Berglund	$ 120,000.00	
	.2 Structural Inspections	$ 1,700.00	
	.3 Sub-Total	$ 121,700.00	$ 121,700.00
3.	Fine Art		$ Nil
4.	Tendering		
	.1 Specification Printing		$ 1,037.00
5.	Construction		$2,255,000.00
6.	Commissioning (Includes Moving)		$ Nil
7.	Furniture and Equipment		$ Nil
8.	Permits		
	.1 Building	$ 15,850.00	
	.2 Labour	$ 2,000.00	
	.3 O.M.B.	$ 1,600.00	
	.4 Committee of Adjustment	$ 150.00	
	.5 Sub-Total	$ 19,600.00	$ 19,600.00
9.	Sub-Total before Contingency		$2,397,337.00
10.	Contingency		$ 2,663.00
11.	Total/Project Budget		$2,400,000.00

PREPARED BY

ARCHITECTURAL DIVISION.

APPENDIX 'F' October 7, 1988

CONSULTANT ARCHITECT'S FEES AND EXPENSES

1. Existing Contract ($2,000,000.00 = Construction Cost)

.1	Fee		$ 97,000.00
.2	Insurance Fee		$ 8,000.00
.3	Sub-Total Fee		$ 105,000.00
.4	Expenses		$ 3,000.00
.5	Contingency		$ 5,000.00
.6	Total Existing Contract		$ 113,000.00

2. Revised Contract (2,255,000.00 = Construction Cost).

.1	Fee (Exist Contract)	$ 97,000.00	
.2	Additional Fee 4.8% X $ 255,000.00 =	$ 12,240.00	
.3	Revised Fee	$ 109,240.00	$ 109,240.00
.4	Insurance Fee (Exist. Contract.	$ 8,000.00	
.5	Additional Insurance Fee .004 X $ 255,000.00 =	$ 1,020.00	
.6	Revised Insurance Fee	$ 9,020.00	$ 9,020.00
.7	Fee Sub Total		$ 118,260.00
.8	Expenses		$ 1,000.00
.9	Contingency		$ 740.00
.10	Revised Contract Total		$ 120,000.00

3. Total Consultant Contract increase is $ 7,000.00

PREPARED BY

ARCHITECTURAL DIVISION.

4.

FOR ACTION

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1988 October 5
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY & DELIVERY OF ONE TOP DRESSING MACHINE, PUBLIC WORKS DEPARTMENT

RECOMMENDATION
That a purchase order be issued to Gordon Bannerman Limited, Rexdale, in the amount of $13 932 for the supply and delivery of One (1) Top Dressing Machine, for the Parks Division of the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Only tender received. Funds provided in General Park Maintenance-Equipment Purchases Account #0364-0575.

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND
Six suppliers were requested to bid. Five declined as they do not carry this type of equipment.

FOR ACTION

5.

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1988 October 5
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY & DELIVERY OF SOIL SHREDDER, PUBLIC WORKS DEPARTMENT

RECOMMENDATION
That a purchase order be issued to Russel Brothers, Owen Sound, in the amount of $59,875.20 for the supply and delivery of One (1) Soil Shredder for the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest acceptable of six (6) tenders received. Funds provided in Operating Equipment Account #0359-5075 ($25 000). Application made September 6, 1988 to the O.M.B. for the balance to be approved in Construction, Salt Domes Account #0408-V72881.

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND-Tender Analysis

Russel Brothers, Owen Sound	$59,875.20
G. C. Duke Equipment Ltd., Burlington	86,724.00
G. C. Duke Equipment Ltd.	32,946.75 *
G. C. Duke Equipment Ltd.	52,948.35 *
Assinck Bros. Limited, Markham	56,697.58 *
G. C. Duke Equipment Ltd.	68,850.00 *

* Equipment bid does not meet specifications

FOR ACTION

6.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 October 6
COMM FILE:
DEPT FILE: 100.90.100
(4506)

SUBJECT: **Purchase - Part 118 Guildwood Drive**
- Ramesh Panchal and Mina Panchal -

RECOMMENDATION:

That an Option to Purchase a portion of 118 Guildwood Drive executed by Ramesh Panchal and Mina Panchal on October 2, 1988 and scheduled to close on January 19, 1989, be approved and completed.

Note: The property to be purchased is composed of the westerly half of Block D, Plan M-210 having a frontage along the northerly limits of Guildwood Drive of 3.048 metres (10 feet) by a depth of 45.72 metres (150 feet) comprising an area of 139.35 square metres (1,500 square feet) more particularly known as Parts 3 and 4 on Plan 62R-7193 along with Schedules "A" and "B" which form a part of the Option to Purchase for the purchase price of $16,300.00, which is to be charged to account #0408-X95056.

D. W. Vyce

FINANCIAL IMPLICATIONS:

The acquisition of this last remaining ten foot strip of land has cost the City in gross terms $16,300.00.

BACKGROUND:

On September 29. 1987, City Council authorized the Real Estate Division of the Property Department to negotiate the acquisition of the four properties (from which a ten foot strip from each property was required) for the walkway connecting Gurnett and Fessenden Neighbourhoods. Of the four properties, three were purchased (inclusive of dwellings) and the residual properties (minus the ten foot strip), have since been sold.

The above purchase is the last remaining parcel required for the walkway.

For the Committee's information, the total acquisition costs for the walkway after disposing of the surplus dwellings are $69,975.00.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor

- Mr. E.C. Matthews, City Treasurer

- Mr. M. Chidley, Regional Surveyor

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 October 11
COMM FILE: 3-11.9.3
DEPT FILE: T103-03(253)
I.D. 0246D(87)

SUBJECT

Proposed Alley Closure: North-South Alleyway West of East 16th Street Between Inverness Avenue and Thayer Avenue, Inch Park Neighbourhood.

RECOMMENDATIONS

A.

(a) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close the "north-south alley west of East 16th Street between Inverness Avenue and Thayer Avenue, Inch Park Neighbourhood".

(b) That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.

(c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.

(d) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.

(e) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of The Regional Municipality of Hamilton-Wentworth Act.

(f) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

Provided the Judge's Order to close the highway is granted:

B.

(a) That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).

Cont'd...

Proposed Alley Closure - North-South Alleyway west of East 16th Street between Inverness Avenue and Thayer Avenue, Inch Park Neighbourhood

Cont'd...

(b) That the City Clerk be directed to public a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

G. S. Spencer
Commissioner of Engineering

ORIGIN

We have received a request from Mr. Tom McGuire, representing the abutting owners, to close the subject alley as shown on the attached drawing.

BACKGROUND

The present alley system in the block bounded by Thayer Avenue, Inverness Avenue and East 16th Street runs north-south. Parts of the subject alley have been illegally blocked off by the abutting residents, and we have received a request for closure from seven (7) of the abutting owners through their agent, Mr. T. McGuire, for a complete closure of the alley.

ANALYSIS

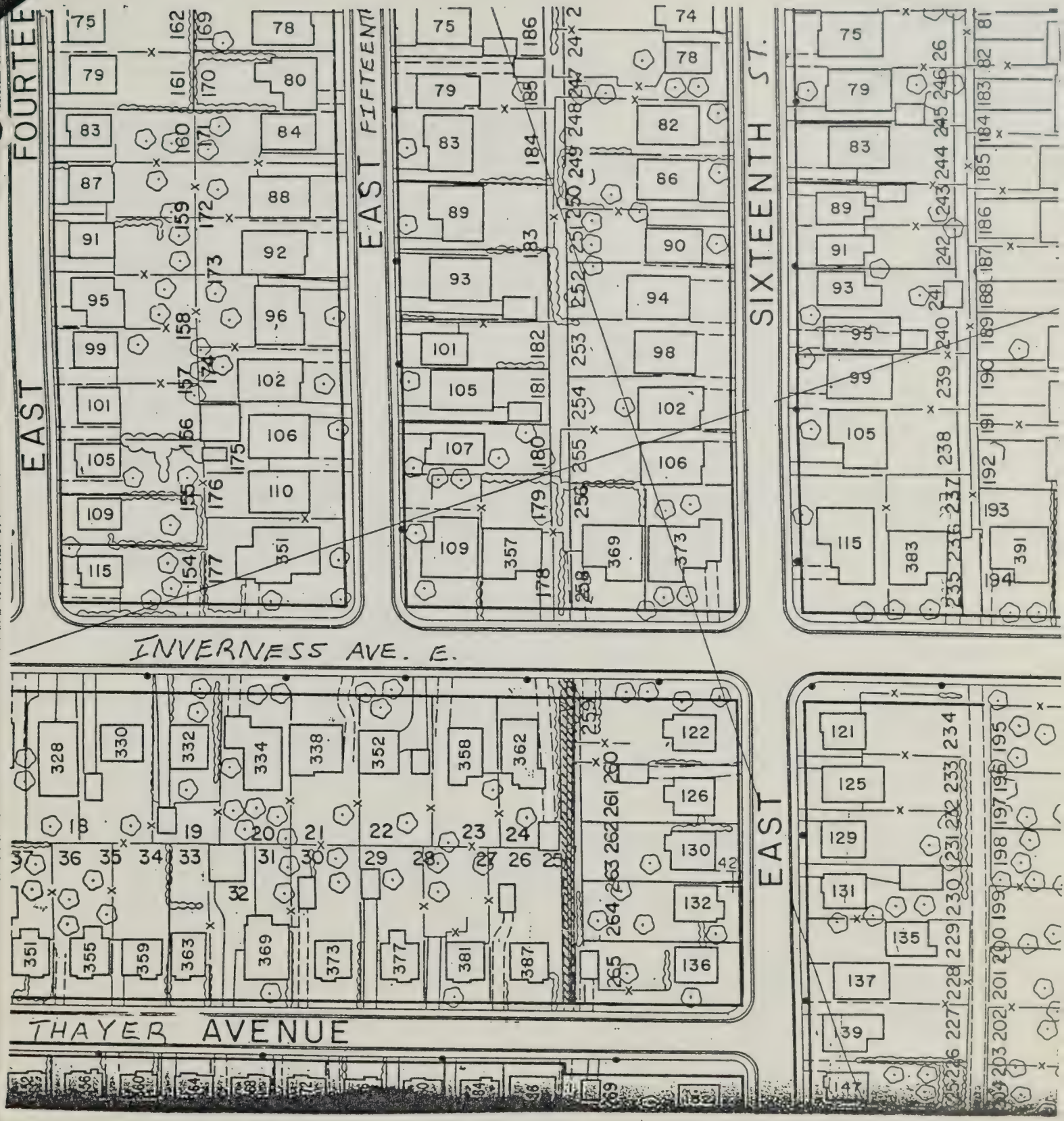
We have circulated notice of closure to the affected municipal departments and public utilities, and no objections to this request were received.

CONCLUSION

Since the Transport and Environment Committee has received an application from abutting owners to close the alley, and since the requested area is effectively blocked off to vehicular traffic, we have no objection to this closure request.

JKC:cab.
Encl.

c.c. L. Farr, City Solicitor's Department
Alderman G. Copps
Alderman D. Christopherson



PROPOSED ALLEY CLOSURE

LEGEND

LOCATION OF PROPOSED ALLEY CLOSURE

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

SCALE	FILE NO.	NORTH
N.T.S.	T-103-03(253)	

8.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 October 5
COMM FILE: 3-11.9.2
DEPT FILE: T103-03(199
ID#0043D (15)

SUBJECT:

Proposed Road Closure, Beach Road Railway Crossing, East of Kenilworth Avenue, CN/CP Industrial Lead

RECOMMENDATION

a) That the City Solicitor be authorized and directed to prepare a By-law for the stopping-up, closing and retaining of a portion of Beach Road in the area of the CN/CP Industrial Lead crossing shown as Parts 1, 2 and 3 on Plan 62R-9714.

b) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of City Council's intention to pass the By-law.

c) That the City Solicitor be authorized and directed to prepare the necessary easement agreements required for Hamilton Hydro, Ontario Hydro, Union Gas and the Region for their underground/overhead utilities on the Beach Road road allowance.

d) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval of the proposed closing pursuant to Section 48 of the Regional Act.

for G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the road is closed the Region will be responsible for the annual maintenance costs for the railway crossing including the automatic protection estimated at $2,000.00.

BACKGROUND

On June 17, 1986, Regional Council in adopting Section 33 of the 12-86 Report of the Engineering Services Committee approved the following:

Cont'd...

Proposed Road Closure, Beach Road Railway Crossing, East of Kenilworth Avenue, CN/CP Industrial Lead

Cont'd...

That the Commissioner of Transportation be authorized and directed to make application to the City of Hamilton to close Beach Road at the westerly limit of the CNR/T.H. & B. (now CP) Industrial Lead (Firestone Lead) east of Kenilworth Avenue and that upon closure of the road and once Westinghouse Canada has entered into a private crossing agreement with CNR, the Region be responsible for all future crossing maintenance, including signal maintenance, estimated at $2,000.00.

Prior to the overhead bridge being built on Burlington Street, between Kenilworth Avenue and Woodward Avenue, Burlington Street between CNR/TH & B Industrial Lead and Strathearne Avenue was made up of a four lane divided centre core flanked by two-way service road on each side. Westinghouse abutted the south two-way service road which formed an extension of Beach Road. They enjoyed access from their west parking lot and main entrance to the south service road.

The development of the plan for the reconstruction of Burlington Street in 1979 centred around the decision to grade separate the main Burlington Street core, and to develop a single five lane service road beneath the structure to provide access to the abutting properties.

Westinghouse were asked by the Region if they would be willing to make application for a private crossing during the negotiations with the Canadian Transport Commission (CTC) and the Federal Government leading up to the application for subsidy from the Board. The application to the CTC for a Board Order and for a subsidy from the Grade Crossing Fund was approved on June 29, 1981. Westinghouse made an application to the CNR for a private crossing in 1983. A subsidy was approved from the Federal Government in the amount of $3.7 million based on the closing of Beach Road at the CNR/TH & B Industrial Lead.

During 1984, Westinghouse stated they will not agree to pay the ongoing costs of the signal maintenance and crossing maintenance. The CTC have indicated that the signal locations on the balance of the Burlington Street crossings of the CNR/TH & B Industrial Lead are not properly located. They have been awaiting the resolution of the Beach Road crossing to correct these locations and complete the installation. The location of the crossing is shown on the attached plan.

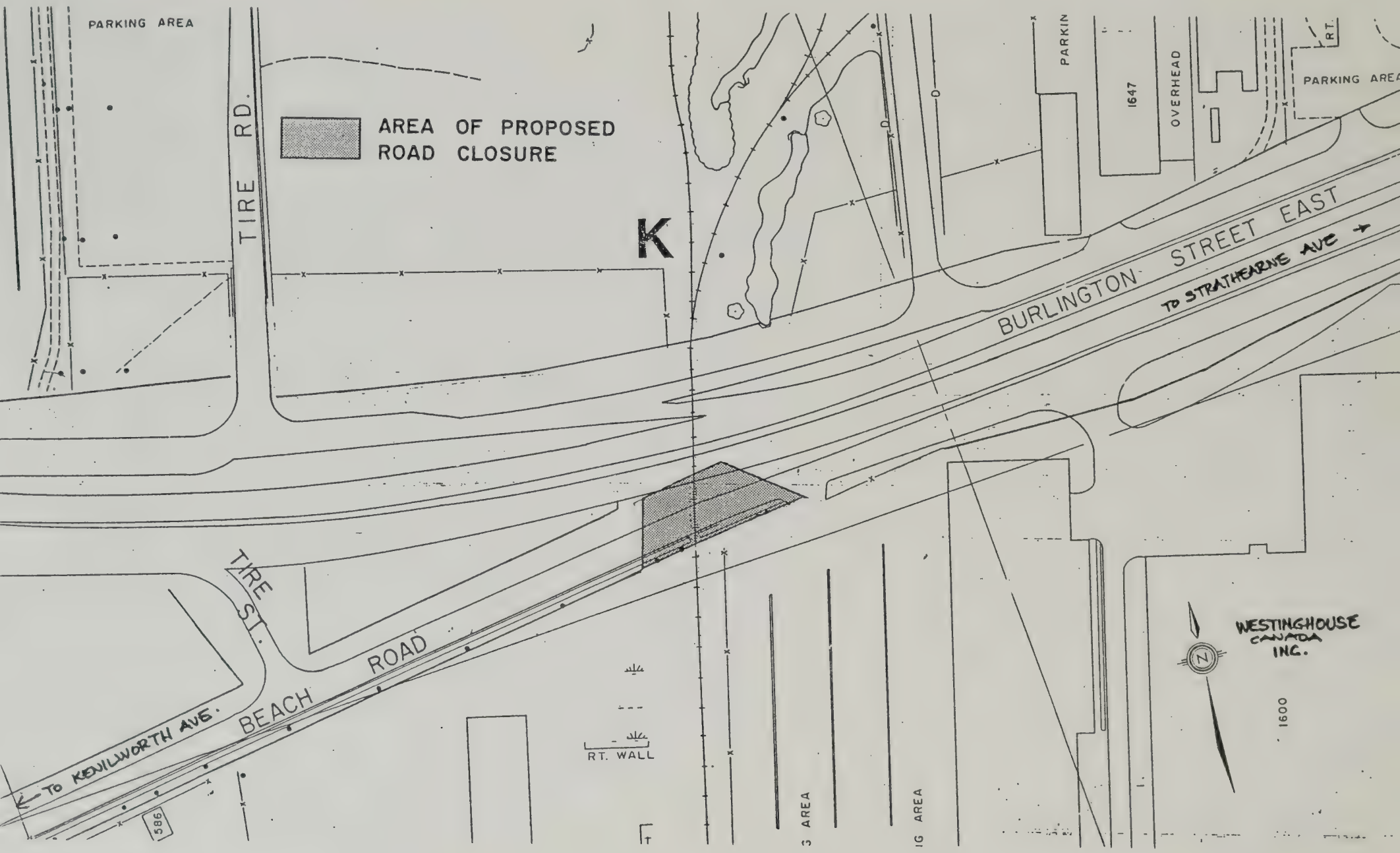
Proposed Road Closure, Beach Road Railway Crossing, East of Kenilworth Avenue, CN/CP Industrial Lead

Cont'd...

The Region determined that it would be prudent to close the crossing to the public and request Westinghouse to enter into a private crossing agreement with CNR. The Region will be responsible for the ongoing crossing surface and signal maintenance which is currently chargeable to the City.

RPM:jd

cc: K. A. Rouff, City Solicitor
cc: E. A. Simpson, City Clerk


PARKING AREA
TIRE RD.
AREA OF PROPOSED
ROAD CLOSURE
K
BURLINGTON STREET EAST
TO STRATHEARNE AVE
PARKIN
1647
OVERHEAD
RT.
PARKING AREA
TIRE ST.
BEACH ROAD
TO KENILWORTH AVE.
586
RT. WALL
3 AREA
IG AREA
WESTINGHOUSE
CANADA
INC.
1600

9(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 September 2

COMM FILE: 3-11-4
DEPT FILE: S715-23
ID#0043D (21)

SUBJECT:

Plan of Subdivision for "Oakdale Estates - Phase 3", Hamilton.

RECOMMENDATION

a) That the submitted schedules for the estimated cost of services in "Oakdale Estates - Phase 3", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;

b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered;

c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and,

d) That the City's share of the cost of services for the development ($34,398.85) be approved, and that the Executive Committee recommend the source of funding for the project.

e) That the City Solicitor be authorized and directed to prepare the appropriate By-law(s) to incorporate Block "81" on the plan known as "Oakdale Estates - Phase 1", into the Brigade Drive road allowance.

G. S. Spencer
Commissioner of Engineering

Cont'd....

Plan of Subdivision for "Oakdale Estates - Phase 3", Hamilton

Cont'd.....

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in "Oakdale Estates - Phase 3" is as follows:

Type of Work	Amount to be Financed
Fencing	$3,216.50
Finished Roads	$31,182.35
	$34,398.85

The entire amount of City share ($34,398.85) is non-recoverable and is attributable to fencing adjacent to City Parklands and extra depth asphalt on Brigade Drive and Republic Avenue.

The Subdivider's share of the estimated cost of the City services is $575,673.02.

For the Committee's information, sidewalks will not be installed on Bassano Court. This is in accordance with City policy and the estimated cost savings to the Subdivider is $11,200.00

BACKGROUND

Clause 24 (a) of the Fifteenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on June 28, 1988, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is 428680 Ontario Limited.

Copies of the Engineer's estimates, Schedules "E", "F" and "G" as prepared by Urbex Management Limited, and copies of the Final Plan of Subdivision as prepared by J. David Peters O.L.S., have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of eighty (80) lots for single family residential use.

Cont'd.....

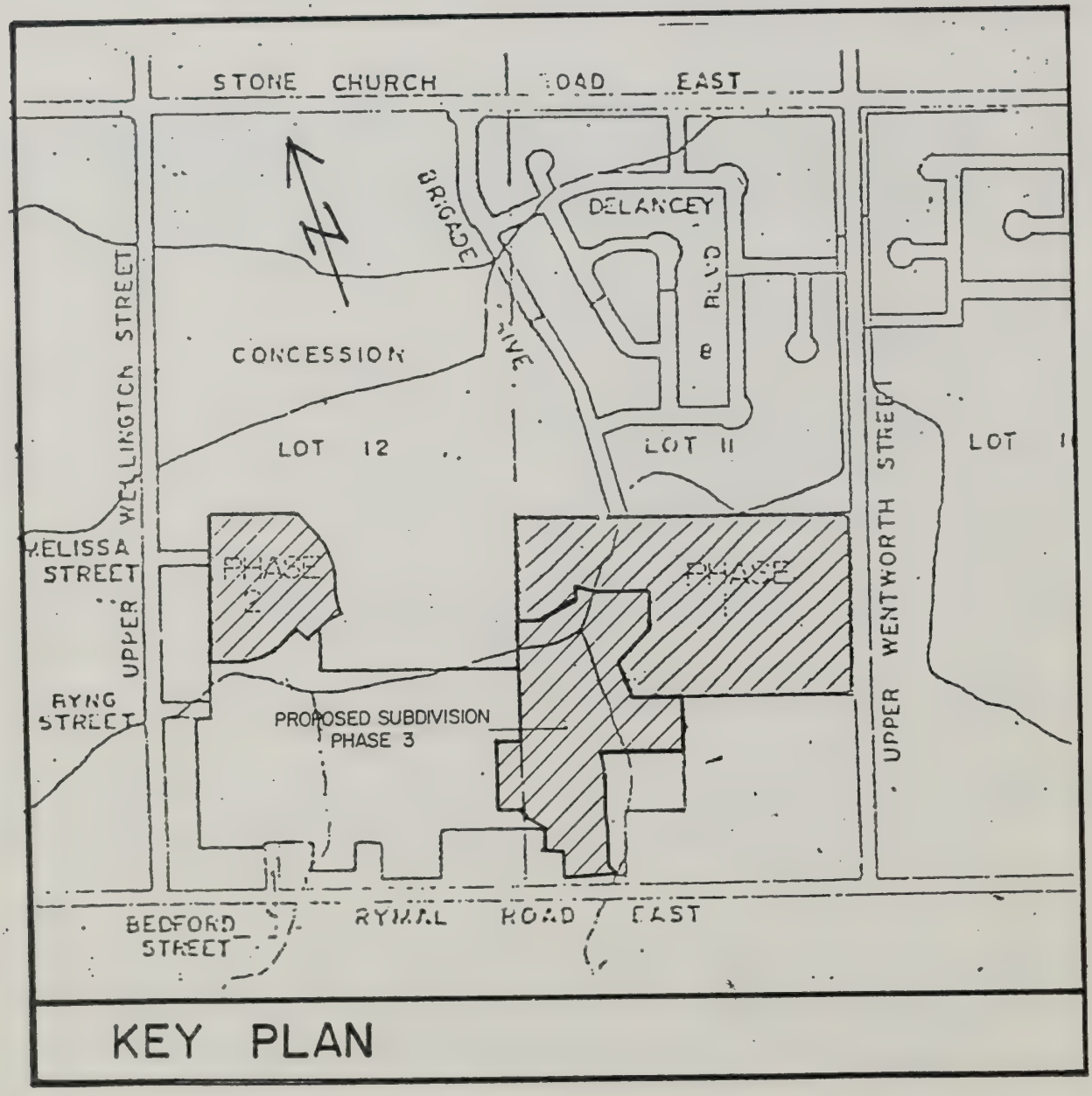
Plan of Subdivision for "Oakdale Estates - Phase 3". Hamilton

Cont'd.....

For the Committee's information there is a 0.3m reserve known as Block "81" on a plan of Subdivision called "Oakdale Estates - Phase 1". The 0.3m reserve is currently owned by the City and should be incorporated into the Brigade Drive Road allowance by By-law.

CAU:eb
Encl.

c.c. J. Schatz, Secretary, Executive Committee
c.c. E. Matthews, City Treasurer
c.c. B. Hotrum, City Treasury
c.c. K. Rouff, City Solicitor
c.c. M. Chidley, Regional Surveyor


STONE CHURCH ROAD EAST
BRIGADE DRIVE
DELANCEY BLVD
CONCESSION
LOT 12
LOT 11
LOT 1
UPPER WELLINGTON STREET
MELISSA STREET
UPPER WENTWORTH STREET
PHASE 2
PHASE 1
RYNG STREET
PROPOSED SUBDIVISION
PHASE 3
BEDFORD STREET
RYMAL ROAD EAST

KEY PLAN

9(b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 October 5
COMM FILE: 3-11-4
DEPT FILE: S718-60
I.D. 0246D(72)

SUBJECT

Plan of Subdivision for "RITA AVENUE SURVEY", Hamilton.

RECOMMENDATION

a) That the submitted schedules for the estimated cost of services in "Rita Avenue Survey", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;

b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered;

c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enter into a Standard Agreement for Pre-Servicing;

d) That the City's share of the cost of services for the development ($35,194.00) be approved, and that the Executive Committee recommend the source of funding for the project;

e) That the City Solicitor be authorized and directed to prepare the appropriate By-law(s) to incorporate Block "BX", Plan M-145, and Block "157" on the plan known as Templemead No. 1 Survey - Phase 2, into the Rita Avenue road allowance, and Part 11, Plan 62R-9377 into the Templemead Drive road allowance.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in "Rita Avenue Survey" is as follows:

Cont'd...

Cont'd...

TYPE OF WORK	AMOUNT TO BE FINANCED
Sidewalks and Curbs	$ 8,730.00
Final Roads	$24,008.00
Catch Basins and Connections	$ 956.00
Street Lighting	$ 1,500.00
TOTAL	$35,194.00

A portion of the City share ($28,646.00) is attributable to works being constructed fronting a future Public School site on Templemead Drive, and is recoverable when these lands are developed.

The remaining portion of the City share ($6,548.00) is for extra-strength asphalt on Templemead Drive, and is non-recoverable.

The Subdivider's share of the estimated cost of the City services is estimated to be $110,251.00.

BACKGROUND

Clause 14(b) of the Sixteenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on July 26, 1988, recommended that a Subdivision Agreement be entered into between the City and the Owner of the lands to be subdivided. The present owner of the lands is J.A.R. Incorporated.

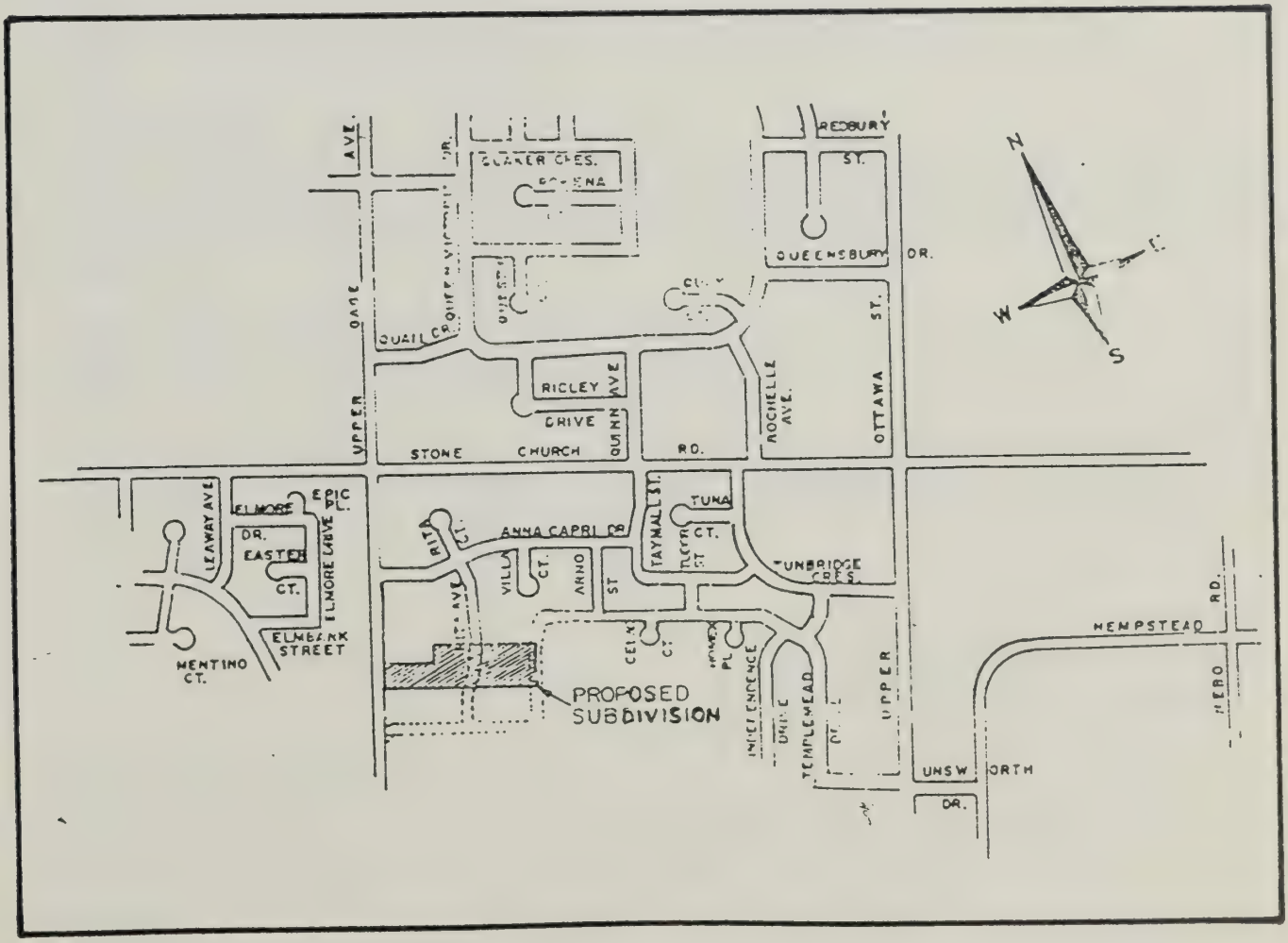
Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A. J. Clarke and Associates, have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of twenty-four (24) lots, all for single-family residential use, and one (1) Block for a Townhouse Development.

For the Committee's information, there are three 0.3m reserves owned by the City which are to be incorporated into the appropriate road allowance. They are Block "BX", Plan M-145, and Block "157" on the plan known as Templemead No.1 Survey - Phase 2, both of which are to be incorporated into the Rita Avenue road allowance, and Part 11, Plan 62R-9377, which is to be incorporated into the Templemead Drive road allowance, all by By-law.

CAU:cab.
Encl.

c.c. J. Schatz, Secretary, Executive Committee
E. Matthews, City Treasurer
B. Hotrum, City Treasury Department
K. A. Rouff, City Solicitor
M. A. Chidley, Regional Surveyor


REDBURY
ST.
QUEENSBURY
DR.
OTTAWA
ST.
ROCHELLE
AVE.
RIDLEY
DRIVE
QUINN
AVE
STONE
CHURCH
RD.
UPPER
OAKE
AVE.
QUAIL CR.
QUEEN VICTORIA
DR.
CLARKE CRES.
ELMORE
DR.
EASTER
CT.
EPIC
PL.
ELMORE DRIVE
LEAWAY AVE
ELMBANK
STREET
MENTINO
CT.
RITA
CT.
ANNA CAPRI CR.
VILLA
CT.
ANNO
ST
TAYMALL ST.
TUNA
CT.
TUNBRIDGE
CRES.
PROPOSED
SUBDIVISION
CELIA
CT.
INNISFENDENCE
TEMPLEMEAD
DR.
UPPER
MEMPSTEAD
RD.
UNSW
DR.
N
S
W

KEY PLAN

9(c)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 OCTOBER 4
COMM FILE: 3-11.4
DEPT FILE: S704-31
ID#0043D (19)

SUBJECT:

Plan of Subdivision for "DESANTIS GARDENS", Hamilton.

RECOMMENDATION

a) That the submitted schedules for the estimated cost of services in "De Santis Gardens", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.

b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.

c) That in the event the Subdividier wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The Subdivider will be paying for 100% of the cost of services to be installed, at an estimated cost of $128,577.00

BACKGROUND

Clause 14(b) of the Sixteenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on July 26, 1988, recommended that a Subdivision Agreement be entered into between the City and the Owner of the lands to be developed.

The present owner of these lands is A. DeSantis Developments Limited. Copies of the Engineer's estimates for the cost of services, Schedules "E" "F" and "G" and copies of the Final Survey Plan, as prepared by Odan Corporation and A. T. McLaren, O.L.S., respectively, have been submitted to Regional Engineering for appproval.

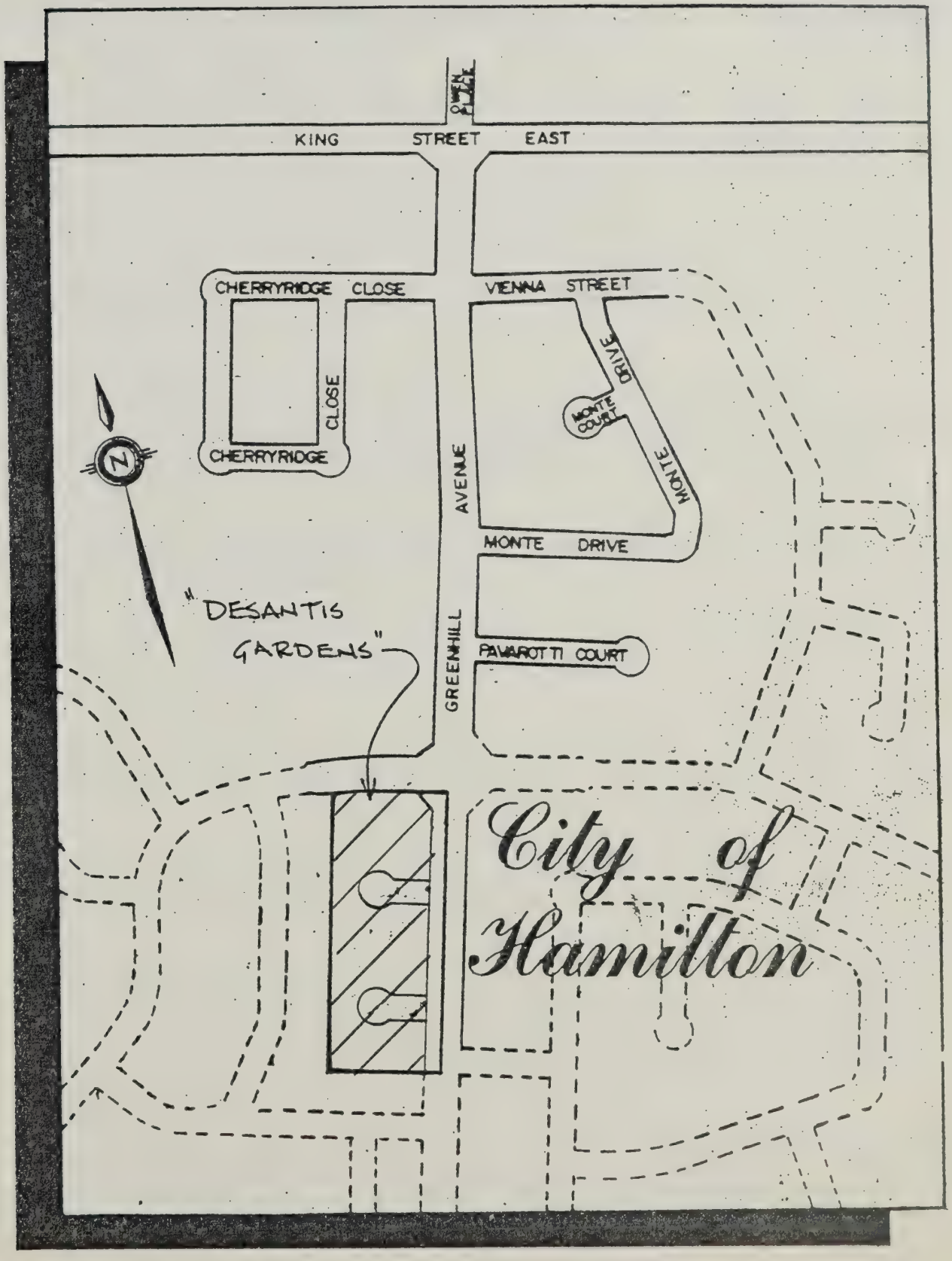
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Cont'd....

Development of these lands will result in the creation of twenty-nine (29) lots for single family residential use.

For the Committee's information, sidewalks will not be installed on Court "1" and Morrow Court. This is in accordance with normal City policy. The cost savings to the Subdivider is estimated to be approximately $13,700.00.

CAU:eb
Encl.


KING STREET EAST
CHERRYRIDGE CLOSE
CHERRYRIDGE CLOSE
VIENNA STREET
MONTE COURT
MONTE DRIVE
MONTE DRIVE
GREENHILL AVENUE
PAVAROTTI COURT
"DESANTIS GARDENS"
City of Hamilton

9(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 October 13
COMM FILE: 3.11-4
DEPT FILE: S726-78
ID#0043D (40)

SUBJECT:

Land Severance Applications H-94-88 to H-100-88
Modified Subdivision Agreement for 1489 Upper James Street, Hamilton

RECOMMENDATION

a) That the submitted schedules for the estimated cost of services adjacent to "1489 Upper James Street", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Modified Subdivision Agreement with the owner.

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Modified Subdivison Agreement between the City of Hamilton and the Owner.

c) That the approval of the above clauses be subject to the condition that no work be commenced until the Modified Subdivision Agreement has been registered.

d) That in the event the Subdivider wishes to proceed prior to the registration of the Modified Subdivision Agreement, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.

e) That the City's share of the cost of services for the development ($148,893.13) be approved, and that the Executive Committee recommend the source of funding for the project.

f) That the City Solicitor be authorized and directed to prepare the appropriate By-law(s) to establish Part 27, on Reference Plan No. 62R-9678 and Part 1, on Reference Plan No. 62R-7002 as a City road allowance. The said By-law(s) for these lands is (are) to be registered following the registration of the modified subdivision agreement for "1489 Upper James Street", Hamilton.

g) That the City Solicitor be directed to apply to the Regional Municipality of Hamilton Wentworth for approval to establish the southerly street (Part 27, Plan 62R-9678 and Part 1, Plan 62R-7002) pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act.

Cont'd...

Land Severance Applications H-94-88 to H-100-88
Modified Subdivision Agreement for 1489 Upper James Street, Hamilton

Cont'd...

RECOMMENDATIONS, Cont'd...

h) That the City Solicitor be instructed to accept the deeds for Parts 27 on Plan 62R-9678 and Part 1 on Plan No. 62R-7002 for roadway purposes in accordance with the approval of the severance.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies.

The estimated City share for the cost of services to be installed adjacent to "1489 Upper James Street" is as follows:

Type of Work	Amount to be Financed
Sidewalks and Curbs	$ 36,168.00
Final Roads (including C.B.'s)	96,153.88
Street lighting	5,250.00
Seeding and Sodding	9,286.25
Trees	2,035.00
Total City Share	$148,893.13

A portion of the City share $16,215.00 is attributable to extra strength asphalt in both the Southerly Roadway and the Northerly Roadway. This cost is non recoverable.

The remainder of the City share $132,678.13 is recoverable when the adjacent lands are developed. The Owner's share of the estimated cost of the City services is $164,805.13.

BACKGROUND

The Land Division Committee granted conditional approval to the severance of the subject lands on May 31, 1988.

A condition of approval required that the land owners enter into Modified Subdivision Agreements with the City to provide for the installation of municipal services.

Cont'd...

Land Severance Applications H-94-88 to H-100-88
Modified Subdivision Agreement for 1489 Upper James Street, Hamilton

Cont'd...

BACKGROUND, Cont'd...

The present owner of these lands are 491719 Ontario Limited.

The severed parcel, Parts 2, 4, 6, 7, 10, 12, 14, 15, 18, 19, 22, 23, 26 and 29 on Plan 62R-9678 are to be sold and developed as single family residential lots as part of the development to the west.

The retained parcel, Parts 1, 3, 5, 8, 9, 11, 13, 17, 20, 21, 24 and 25 on Plan 62R-9678 are to be developed as a commercial property and Part 27 is to be established as a Public Road allowance.

In order for the owner, 491719 Ontario Limited to establish the southerly road allowance in its entirety, the owner must acquire the parcel of land approximately 15.24m x 60.96m at the south-westerly limit of the said plan from the owner to the south. 491719 Ontario Limited will be exchanging Part 28 on Plan 62R-9678 for the required land designated as Part 1 on Plan 62R-7002, to be incorporated into the road allowance. This will avoid the need to purchase by the City, the land at market value.

The above mentioned land transaction is to be completed upon the execution of the modified subdivision agreements and the conveyance to the City and Region of all lands required for road purposes as this sequence will avoid unnecessary applications to the Land Division Committee.

The schedules submitted herewith assmue that the conveyance described previously are completed and therefore, the City will pay for services along the south side of the southerly street and recover from future developers. This arrangement will facilitate the acquisition of the land for the street.

For the Committee's information, since the southerly street road allowance is to be established opening onto a Regional Road (that being Upper James Street - Regional Road No. 106), the City must apply to the Region to do so, pursuant to Section 48(3) of the Regional Municipality of Hamilton Wentworth Act.

For the Committee's information the City Real Estate Department is currently negotiating for the purchase of land to open the northerly street.

Cont'd...

Land Severance Applications H-94-88 to H-100-88
Modified Subdivision Agreement for 1489 Upper James Street, Hamilton

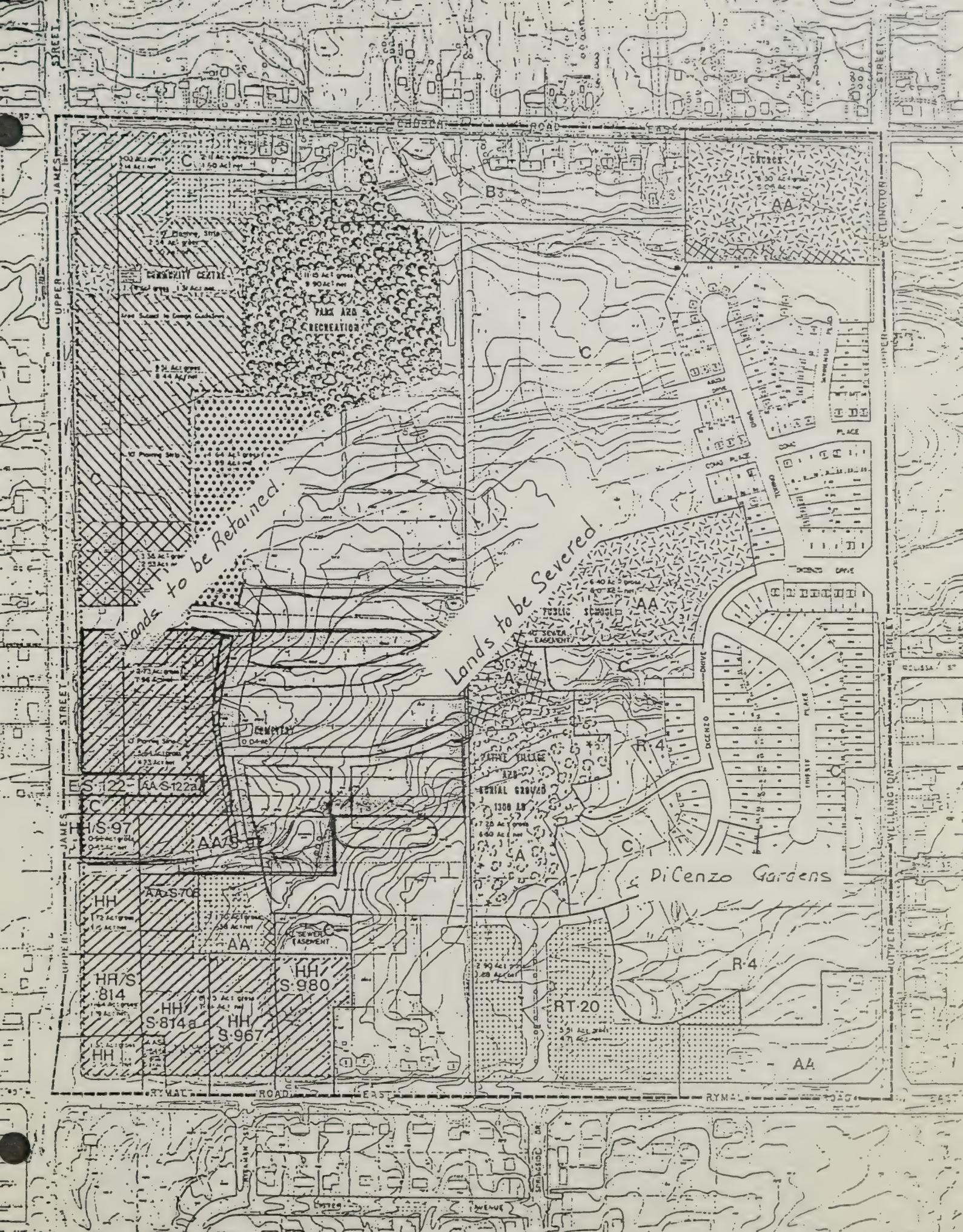
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BACKGROUND, Cont'd...

Copies of the Engineer's estimates, Schedules "E", F-1", "F: and "G", as prepared by Ashenhurst Nouwens Limited, and copies of the Reference Plan as prepared by J. David Peters, O.L.S. have been submitted to Regional Engineering for approval.

CAU:jd
encl.

cc: J. Schatz, Secretary, Executive Committee
E. Matthews, City Treasurer
B. Hotman, Treasury Department
M. Chidley, Regional Surveyor
K. Rouff, City Solicitor



NOTE: THIS IS A GUIDE PLAN ONLY AND SUBJECT TO CHANGE. FOR DETAIL CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH.

LAND USE

Neighbourhood Boundary

FOR ACTION

10.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 October 7
COMM FILE: 3-11-2
DEPT FILE: E560-20
I.D. 0246D(78)

SUBJECT

Proposed Lighting of Walkway Connecting the Fessenden and Gurnett Neighbourhoods.

RECOMMENDATIONS

a) That the Commissioner of Engineering be authorized and directed to issue the necessary purchase orders to install lighting on the public walkway connecting the Fessenden and Gurnett Neighbourhoods; and,

b) That the cost of this work estimated at $15,000 be charged to Account No. 0352-1019 - Street Lighting.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The estimate of cost to install the lights on the public walkway is $15,000.

BACKGROUND

The 1988 Current Budget which was approved on March 8, 1988 included a provision in the Paths and Walkways Account No. 0352-0461 for the construction of an asphalt path, with fences and lighting, to connect the Fessenden and Gurnett Neighbourhoods. Due to problems in acquiring one property for the walkway, it was necessary to offset the path at the south end. Additional fill was necessary in this area because of existing grade differences between the properties. This additional fill material, coupled with an underestimation of the lighting costs, will produce a shortfall in the account.

Purchase orders have been issued to the Public Works Department and the fence contractor to complete the asphalt path and the fence. In order for the lighting to be proceeded with, it will be necessary to provide sufficient funds from the Street Lighting Account.

RPM:cab.

c.c. S. Barley, Engineering Department

FOR ACTION

11.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 October 7
COMM FILE: TEC-213-88
DEPT FILE: 3-9.1

SUBJECT:

Limeridge Bus Route - Relocation and Addition of New Bus Stops.

RECOMMENDATION:

That in accordance with the request of the Hamilton Street Railway Company:

a) the following bus stop relocation be approved:

Limeridge Route - Westbound - Delete - Limeridge Road at No. 759 (M/B)
- Add - Limeridge Road at Lawnview Drive (N/S)

b) the following bus stop addition be approved:

Limeridge Route - Eastbound - Limeridge Road opposite Lawnview Drive (M/B)

c) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

The Traffic Department has received a letter from the Hamilton Street Railway Company, requesting permission to relocate and install new bus stops to better service the vicinity of Limeridge Road and Lawnview Drive.

The Traffic Department has reviewed the proposed bus stop locations and finds them satisfactory from a traffic point of view. There will be no loss of any on-street parking, since the proposed bus stop locations will be located in areas which are presently signed "No Parking". Therefore, the Traffic Department concurs with this request.

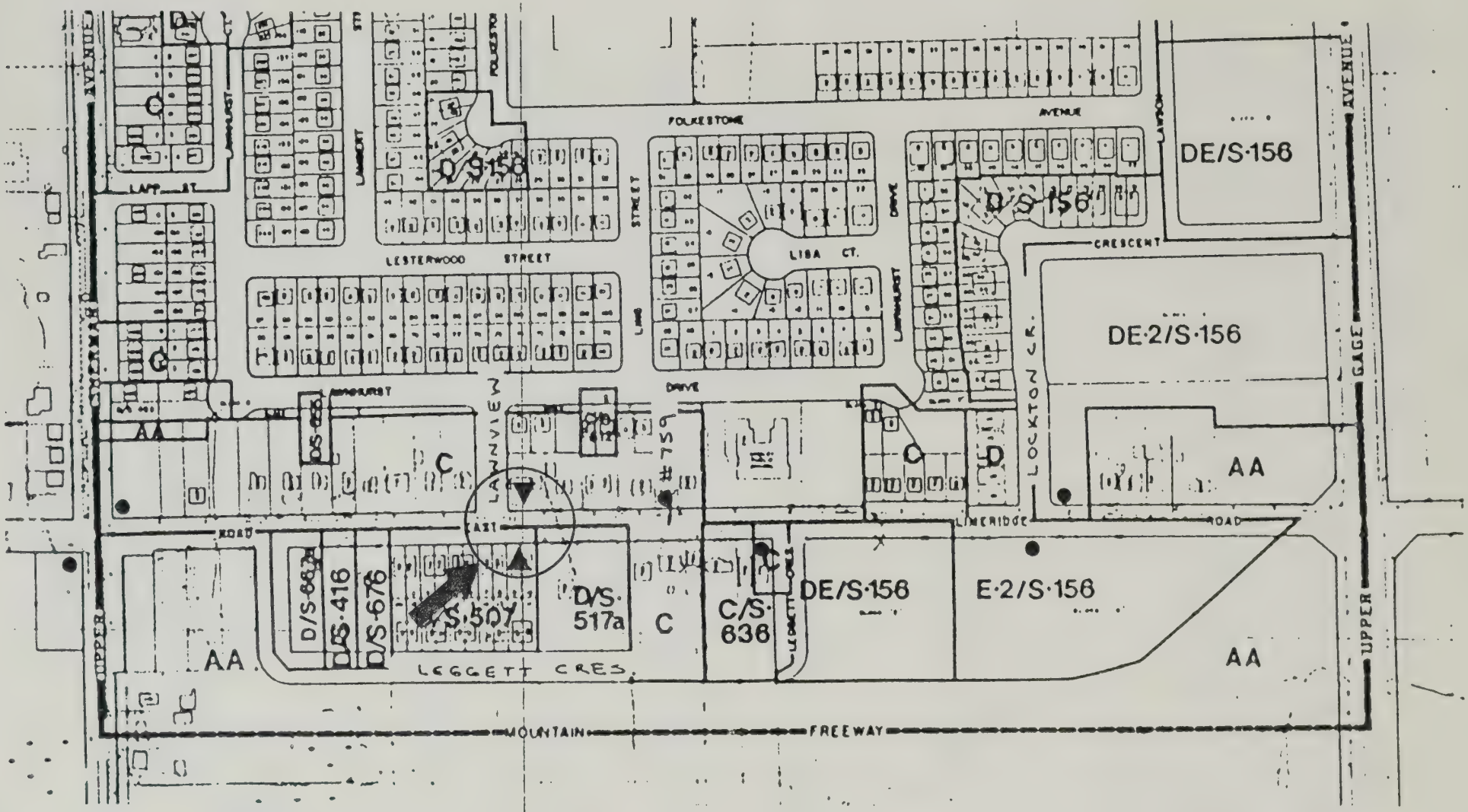


FIG. 1 - PROPOSED BUS STOP

● Existing Bus Stop

▼ Proposed Bus Stop

FOR ACTION

12.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 October 3
COMM FILE: TEC-193-88
DEPT FILE: 3-9.3

SUBJECT:

Intersection of Walnut Street South and Forest Avenue - Corner Clearance.

RECOMMENDATION:

a) That a parking prohibition be implemented on the west side of Walnut Street South between Forest Avenue at a point 53 feet northerly therefrom; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

An area resident has requested that a corner clearance be implemented on the west side of Walnut Street South, north of Forest Avenue, to improve visibility for eastbound motorists on Forest Avenue attempting to enter Walnut Street.

A Traffic Department investigator has confirmed that vehicles parked at this location create a sight obstruction for eastbound traffic on Forest Avenue. Records indicate that there have been 10 reported collisions at this intersection since 1982, of which 3 accidents could be attributed to obstructed visibility. Therefore, to improve conditions at this intersection, the Traffic Department supports the request for a corner clearance at this location.

The implementation of this corner clearance would result in a loss of one legal on-street parking space. There is a small office building at the north west

corner of the intersection in front of which the proposed corner clearance would be signed. There are two off-street spaces provided for the office building and on-street parking would still be available on one side of Walnut and on both sides of Forest in this area. Therefore, the Traffic Department would not anticipate any serious parking problems resulting.


MAIN STREET EAST
KING STREET EAST
JAMES STREET SOUTH
JOHN STREET SOUTH
HUGHSON STREET SOUTH
CATHARINE STREET SOUTH
WALNUT STREET SOUTH
BAILLIE ST
FERGUSON AVE S
WELLINGTON STREET SOUTH
JACKSON STREET
HUNTER STREET
BECKLEY STREET
HAYMARKET STREET
AUGUSTA STREET
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE
ST. JOSEPH'S DRIVE
ARKLEDUN AVENUE
ROCKWOOD PLACE
MOUNTWOOD AVENUE
QUISA AVENUE
FREEMAN PLACE
KINGSWAY DRIVE
FOSTER ST
AURORA STREET
GROVE ST
LIBERTY STREET
SPRING STREET
BOWEN ST
JAMES PLACE
JOLLEY CUT
CLAREMONT ACCESS
CONCESSION ST
ACCESS
RAILWAY
I/S-197
J/S-409
E/S-267
E/S-192
E/S-136
C/S-154a
CR-2/S-572a&b
E/S-601
I/S-511
H/S-790
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E/S-1000

13.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 October 6
COMM FILE:
DEPT FILE: TEC-210-88

SUBJECT: Overdraft in the Traffic Department By-law Enforcement Uniforms, Clothing and Accessories current budget account (0345-0327).

RECOMMENDATION:

That permission be granted to allow an overdraft of $4,500.00 in the Uniforms, Clothing and Accessories account for the By-law Enforcement Section of the Traffic Department current budget.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

As noted above.

BACKGROUND:

The City of Hamilton is required to provide uniforms for each By-law Enforcement Officer in accordance with Section 22.2 of the C.U.P.E. Local 167 collective bargaining agreement.

In order to fulfill this obligation in 1988, it is expected that an expenditure of $12,100.00 will be required. As an unencumbered balance of approximately $7,600.00 was available for 1988 expenditures in the clothing account, an overdraft of $4,500.00 is projected. However, budget projections indicate that sufficient funds are available in the overall Traffic Department budget to accommodate this overdraft.

cc: Mr. M. Chandrashekar, Supervisor of Accounting
Mr. R. Holland, Office Manager, Traffic Department

FOR ACTION

14.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 October 7
COMM FILE:
DEPT FILE: TEC-223-88

SUBJECT: No. 48 Sanders Boulevard - Driveway Clearance.

RECOMMENDATION:

(a) That a parking prohibition be implemented on the north side of Sanders Boulevard commencing at a point 70 feet west of the west leg of Binkley Crescent and extending to a point 30 feet westerly therefrom; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

BACKGROUND:

Alderman Mary Kiss recently asked the Traffic Department to investigate a request by Mr. Lieberman, 48 Sanders Boulevard, that "No Parking" signs be erected on both sides of the driveway approach ramp to no. 48 Sanders Boulevard in order to prevent vehicles from being parked too close to the driveway and obstructing driveway access. Presently, there is unrestricted parking on the north side of Sanders Boulevard in this immediate vicinity.

There is a general traffic by-law provision which prohibits stopping within 18 inches of any residential driveway whether "No Stopping" signs are in place or not. However, in this particular case, the situation is somewhat unique since the private driveway is on an angle and is off-set from the driveway approach ramp. It has been concluded that the appropriate solution would be for Mr. Lieberman to pay the City to extend his driveway approach ramp, but he apparently does not wish to have the work done.

After reviewing conditions on the street, it has been concluded that the problem with parked vehicles obstructing Mr. Lieberman's driveway is also due, in part, to the fact that three vehicles are being parked in areas which are only of sufficient size to accommodate two vehicles. Therefore, the Traffic Department concurs with Mr. Lieberman's request for "No Parking" signs on each side of his driveway in order to improve driveway access.

The proposed "No Parking" driveway clearance will not result in any loss of legal on-street parking.


TOWN OF DUNDAS
Mc MASTER UNIVERSITY
WEST CAMPUS
Mc MASTER UNIVERSITY
A/S-395
B/S-395
A/S-395
A/S-395
HAMILTON CITY LIMITS
CITY LIMITS
Creek
Cootwater
Creek
LAKEJET DR.
BINKLEY
CRES
SANDERS
BOULEVARD
THORNDALE CRESCENT
THORNDALE CRESCENT
C
DALEVIEW CT.
BOULEVARD
SANDERS
WEST
PARK
AVE
BINKLEY RD
WESTBOURNE RD
COTTRELL ST
KINGSMOUNT STREET NORTH
HOLLYWOOD STREET NORTH
THORNDALE STREET NORTH
NORFOLK STREET NORTH
C
H
E
H
A
B
MAIN STREET WEST
MAIN STREET WEST
RIFLE RANGE ROAD
EWAN ROAD
RAILWAY
RAILWAY
SCHOLARS RD
PKWY
DRIVE
T H & B

FOR ACTION

15.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 October 11
COMM FILE:
DEPT FILE: TEC-226-88

SUBJECT: No. 115 East 19th Street - Request for a Reserved Handicapped Parking Space.

RECOMMENDATION:

(a) That a permit parking space be designated on the north side of Inverness Avenue commencing at a point 60 feet east of East 19th Street and extending to a point 24 feet easterly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to the resident at no. 115 East 19th Street; and

(c) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the $1.00 per month charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Eleanor Bond, 115 East 19th Street, that a reserved permit parking space be designated on the north side of Inverness adjacent to her home since she is handicapped. Presently, there is unrestricted parking on the north side of Inverness in this area.

The City Council on 1987 December 08, approved a policy to allow for the implementation of reserved permit parking spaces in front of handicapped residents homes. This policy requires, in part, that the applicant possesses a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that the applicant possesses a valid handicapped permit. Although there is off-street parking provided on the applicant's property, the reserved permit parking space on the street would be immediately adjacent to a wheelchair ramp leading to the applicant's home. Therefore, the Traffic Department concurs with the request.

FOR ACTION

1602

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 October 11
COMM FILE:
DEPT FILE: TEC-222-88

SUBJECT: Garside Avenue North between Cannon Street East and Britannia Avenue - One Way Operation.

RECOMMENDATION:

(a) That Garside Avenue North be operated one-way northerly in the block between Cannon Street East and Britannia Avenue; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required one-way signs.

BACKGROUND:

Alderman Geraldine Copps and a resident of Garside Avenue North have asked the Traffic Department to investigate the possibility of operating Garside one-way northbound in the block between Cannon and Britannia because of restricted visibility at the intersection of Garside and Cannon.

An investigation has revealed that visibility at the intersection is obstructed to some degree for southbound traffic on Garside attempting to enter Cannon because of the curvature of Cannon Street in this area. Also, there is a fence adjacent to a residential property at the north-east corner which obstructs visibility for motorists to some degree.

Although there has not been a documented accident problem at this intersection, the Traffic Department concurs that it might be advantageous from a safety point of view to operate this section of Garside one-way northerly. While a northbound one-way operation would result in circuitous access for local residents and would transfer some traffic to other local residential streets, this is a very short section of street which is abutted by only 10 residential properties. Therefore, this should not create any serious problems for residents of this or other area streets and the Traffic Department concurs with this request.

FOR ACTION

16(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 October 7
COMM FILE: TEC-198-88
DEPT FILE: 3-9.1

SUBJECT:

Cline Avenue - Extension of One-way Operation.

RECOMMENDATION:

a) That the existing easterly one-way operation of Cline Avenue, west of King Street West, be extended to a point 180 feet west of King Street West; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Mary Kiss has advised of a request by the proprietor of Fruit'n Stuff, 938 King Street West, that the one-way operation of Cline Avenue adjacent to his business be extended westerly in order to prevent motorists from driving through his parking lot as a short-cut to gain access to Cline Avenue. Cline Avenue is operated one-way easterly between King Street and the easterly side of the driveway to this business because of the intersection configuration at King and Cline.

Extending the one-way operation to the westerly limit of this commercial premises may eliminate the problem with through motorists using the parking lot as a short-cut but will also prevent customers from the neighbourhood to the northwest from re-entering the street. Some motorists may continue to do this rather than drive through the neighbourhood and this might result in requests for enforcement by the Regional Police. However, since the proprietor of the business and the Ward Alderman have requested that the one-way operation be extended, the Traffic Department does not object.


OAK KNOLL DR
MARION AVENUE
CLINE AVENUE
KING AVENUE
NORTH MARION AVENUE
NORTH PAISLEY AVENUE
NORTH CRESCENT AVENUE
CRESCENT AVENUE
PAISLEY AVENUE
OVAL WEST
OVAL
STREET
MARION STREET
BOND AVENUE
SOUTH PAISLEY AVENUE
KING AVENUE
BARCLAY AVENUE
ARKELL
NEWTON
WEST STREET
H/S-145
CHEDOKE
DALEWOOD
DROMORE
HADDON
CLINE
WHITTON
ARNOLD
AVE
ROAD
C
G
E

17(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 October 7
COMM FILE:
DEPT FILE: TEC-225-88

SUBJECT: Intersection of Dromore Crescent and Oak Knoll Drive-
Intersection Control.

RECOMMENDATION:

(a) That eastbound traffic on Oak Knoll Drive be required to yield to northbound and southbound traffic on Dromore Crescent; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required yield sign.

BACKGROUND:

Alderman Mary Kiss recently advised of a request by Mrs. Barbara Dayne, 69 Dromore Crescent, that a stop or yield sign be erected on Oak Knoll Drive at Dromore Crescent in order to control the right-of-way at the intersection.

The resident has expressed concern that because the radii on the corners are exceptionally wide, visibility at the intersection is good, and therefore, motorists entering the intersection from Oak Knoll fail to yield the right-of-way to residents on Dromore. The Traffic Department concurs with this observation and although the intersection is operating safely, recommends that eastbound traffic on Oak Knoll be required to yield to traffic on Dromore as a safety measure.


OAK KNOLL DR
MAYFAIR PL
MAYFAIR DR
MAYFAIR CRES
NORTH AVENUE
SHADY LANE
CRESCENT
PAISLEY AVENUE
NORTH
CLINE AVENUE
OVAL
STREET
OAKWOOD PL
ROAD
STERLING
DALEWOOD
DROMORE
WHITTON
FORSYTH PL
FOSSIL HILL AVE
KING
AVENUE
HADDON
WEST
SOUTH
CLINE
BARCLAY
ARKELL
NEWTON
C/S 7681
H/S 145
ARNOLD
TRAYNORE AVE
MAIN STREET
BOWMAN ST
STROUD ROAD
GARY AVENUE
PAUL STREET
DOW
THYER PL
SCH
C
G

17(b)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 October 7
COMM FILE: TEC-220-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Lowcrest Avenue and Ironwood Crescent - Intersection Control.

RECOMMENDATION:

a) That northbound traffic on Lowcrest Avenue be required to stop for eastbound and westbound traffic on Ironwood Crescent; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

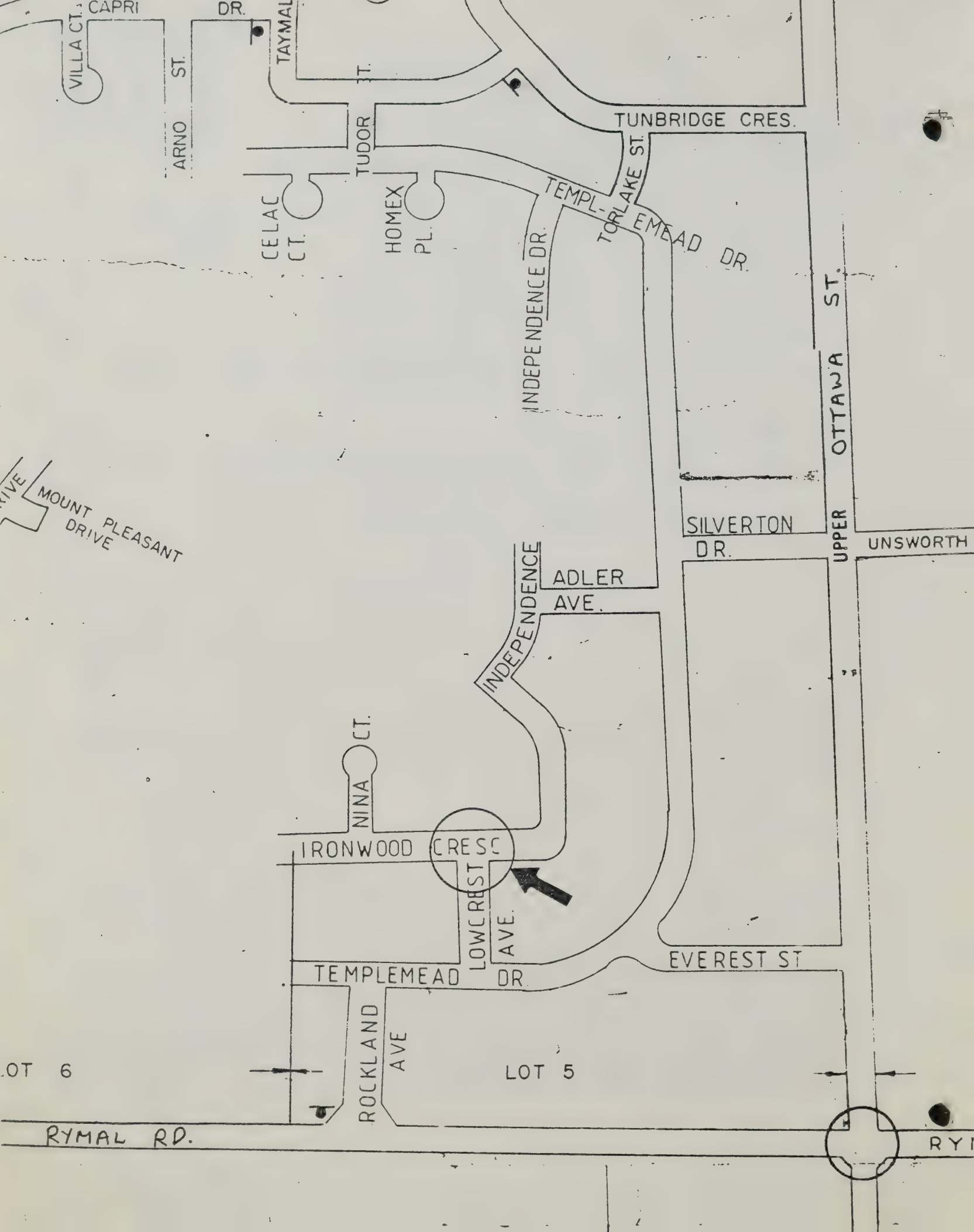
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required sign.

BACKGROUND:

An area resident has requested that stop control be implemented at the intersection of Lowcrest Avenue and Ironwood Crescent. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported accidents at this location in recent years. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that northbound traffic on Lowcrest Avenue would be required to stop for eastbound and westbound traffic on Ironwood Crescent. Therefore, the Traffic Department concurs with this request.


CAPRI
DR.
VILLA CT.
ARNO ST.
TAYMAL
T.
TUDOR
CELAC CT.
HOMEX PL.
TUNBRIDGE CRES.
TORLAKE ST.
TEMPL-EMEAD DR.
INDEPENDENCE DR.
OTTAWA ST.
UPPER
SILVERTON DR.
UNSWORTH
MOUNT PLEASANT DRIVE
ADLER AVE.
INDEPENDENCE
NINA CT.
IRONWOOD CRES.
LOWCREST AVE.
TEMPLEMEAD DR
EVEREST ST
ROCKLAND AVE
LOT 6
LOT 5
RYMAL RD.

FOR ACTION

17(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 October 7
COMM FILE: TEC-221-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Tudor Street and Taymal Street - Intersection Control.

RECOMMENDATION:

a) That northbound traffic on Tudor Street be required to stop for eastbound and westbound traffic on Taymal Street; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

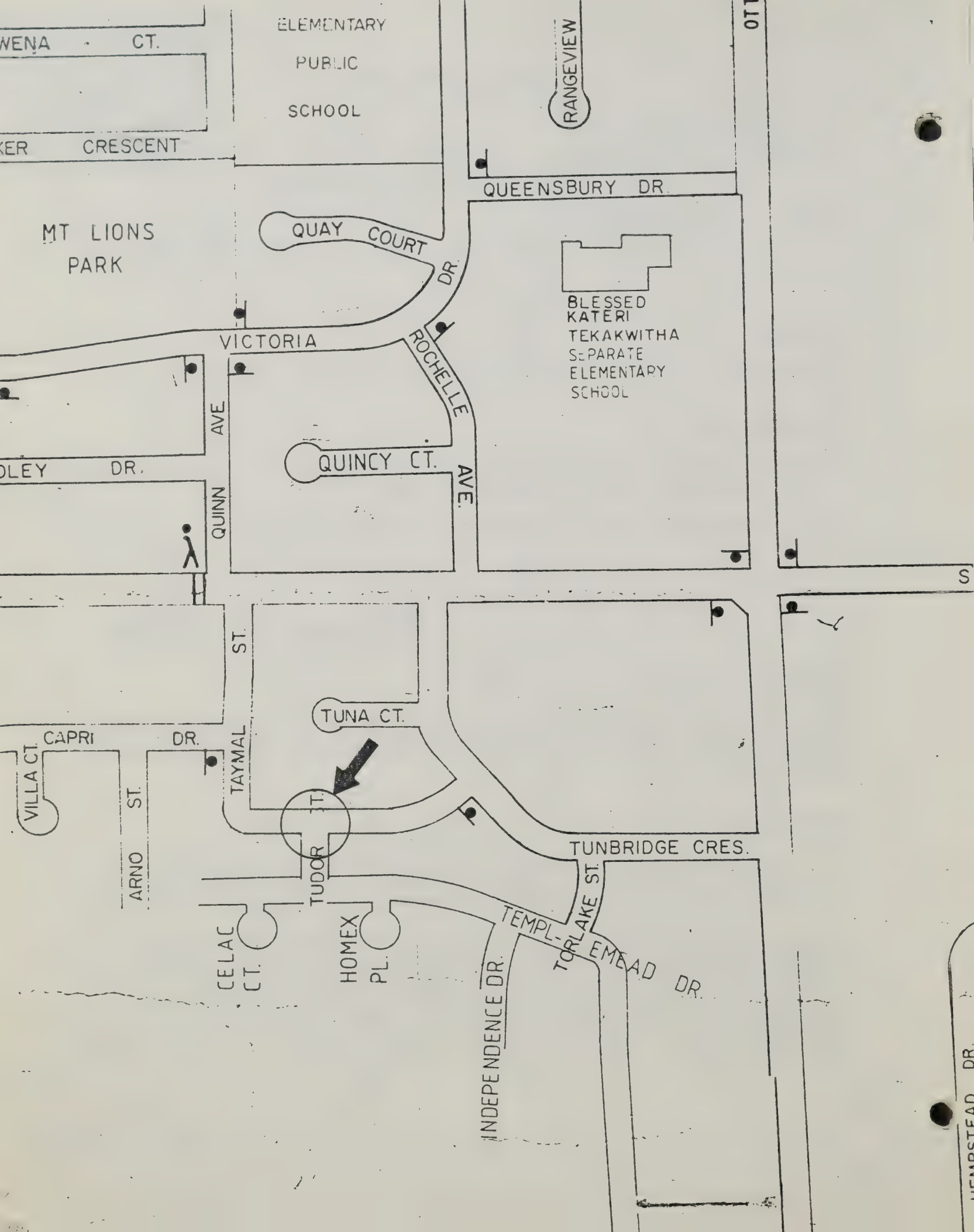
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required sign.

BACKGROUND:

An area resident has requested that stop control be implemented at the intersection of Tudor Street and Taymal Street. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported accidents at this location in recent years. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that northbound traffic on Tudor Street would be required to stop for eastbound and westbound traffic on Taymal Street. Therefore, the Traffic Department concurs with this request.


WENA CT.
ELEMENTARY
PUBLIC
SCHOOL
KER CRESCENT
RANGEVIEW
QUEENSBURY DR.
MT LIONS
PARK
QUAY COURT
DR.
BLESSED
KATERI
TEKAKWITHA
SEPARATE
ELEMENTARY
SCHOOL
VICTORIA
ROCHELLE
AVE.
QUINCY CT.
QUINN AVE.
DLEY DR.
ST.
TUNA CT.
CAPRI DR.
TAYMAL
VILLA CT.
ARNO ST.
TUDOR
TUNBRIDGE CRES.
TEMPLEMEAD DR.
TORLAKE ST.
CELAC
CT.
HOMEX
PL.
INDEPENDENCE DR.

17(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 October 7
COMM FILE: TEC-217-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Parkwood Crescent and Grandoaks Drive - Intersection Control.

RECOMMENDATION:

a) That eastbound traffic on Parkwood Crescent be required to stop for northbound and southbound traffic on Grandoaks Drive; and,

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

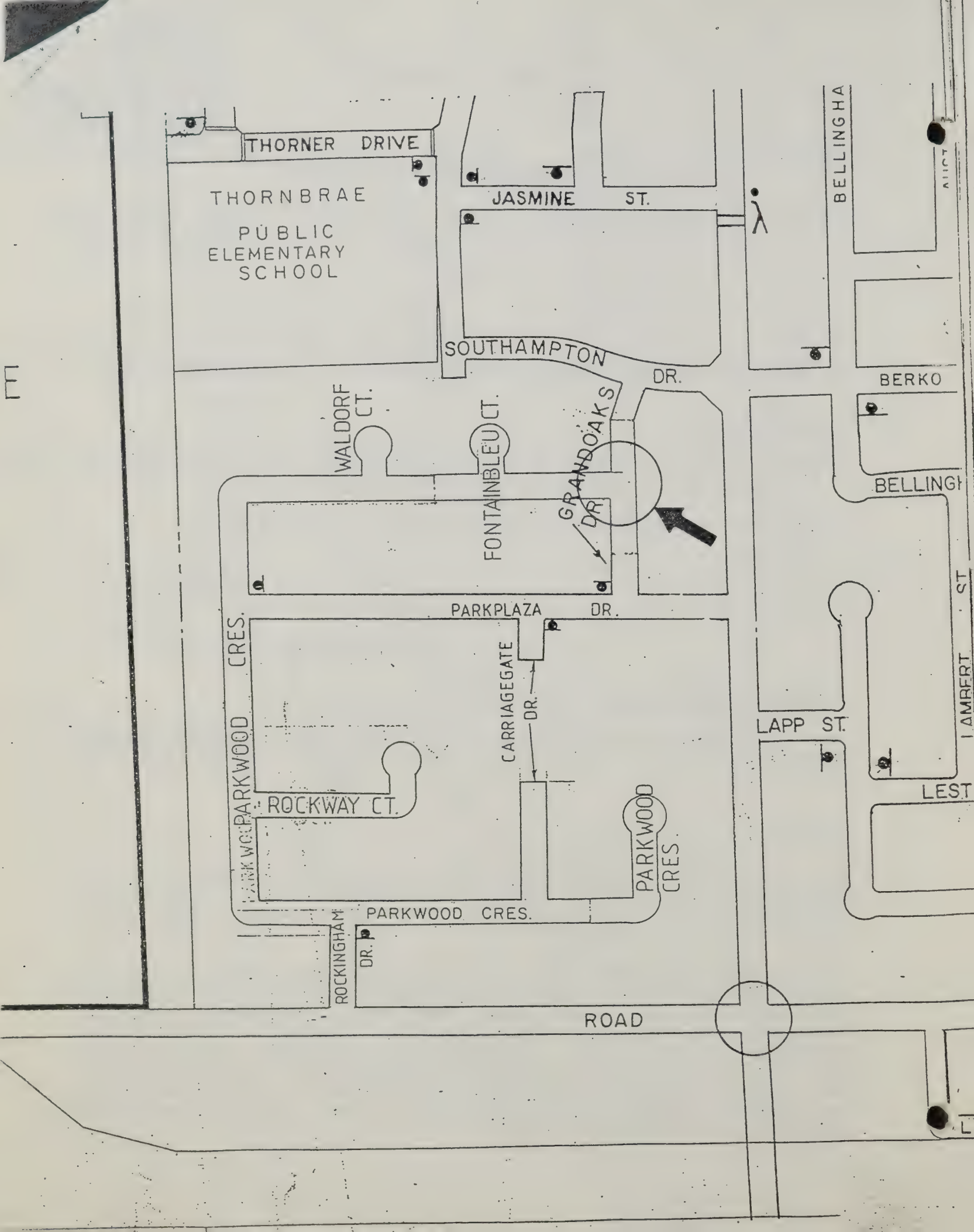
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required sign.

BACKGROUND:

An area resident has requested that stop control be implemented at the intersection of Parkwood Crescent and Grandoaks Drive. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported collisions at this location since it was constructed approximately one year ago. Thus, the intersection has operated safely, and there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection, such that eastbound traffic on Parkwood Crescent would be required to stop for northbound and southbound traffic on Grandoaks Drive. Therefore, the Traffic Department concurs with this request.


THORNER DRIVE
THORNBRAE
PUBLIC
ELEMENTARY
SCHOOL
JASMINE ST.
BELLINGHA
SOUTHAMPTON DR.
BERKO
WALDORF CT.
FONTAINBLEU CT.
GRANDOAKS DR
BELLING
PARKPLAZA DR.
CRES.
CARRIAGEGATE DR.
LAPP ST.
LAMBERT ST
PARKWOOD
ROCKWAY CT.
PARKWOOD CRES.
PARKWOOD CRES.
ROCKINGHAM DR.
ROAD

17(e)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 October 7
COMM FILE: TEC-218-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Franklin Avenue and Paradise Road North - Intersection Control.

RECOMMENDATION:

a) That eastbound traffic on Franklin Avenue be required to stop for northbound and southbound traffic on Paradise Road North; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

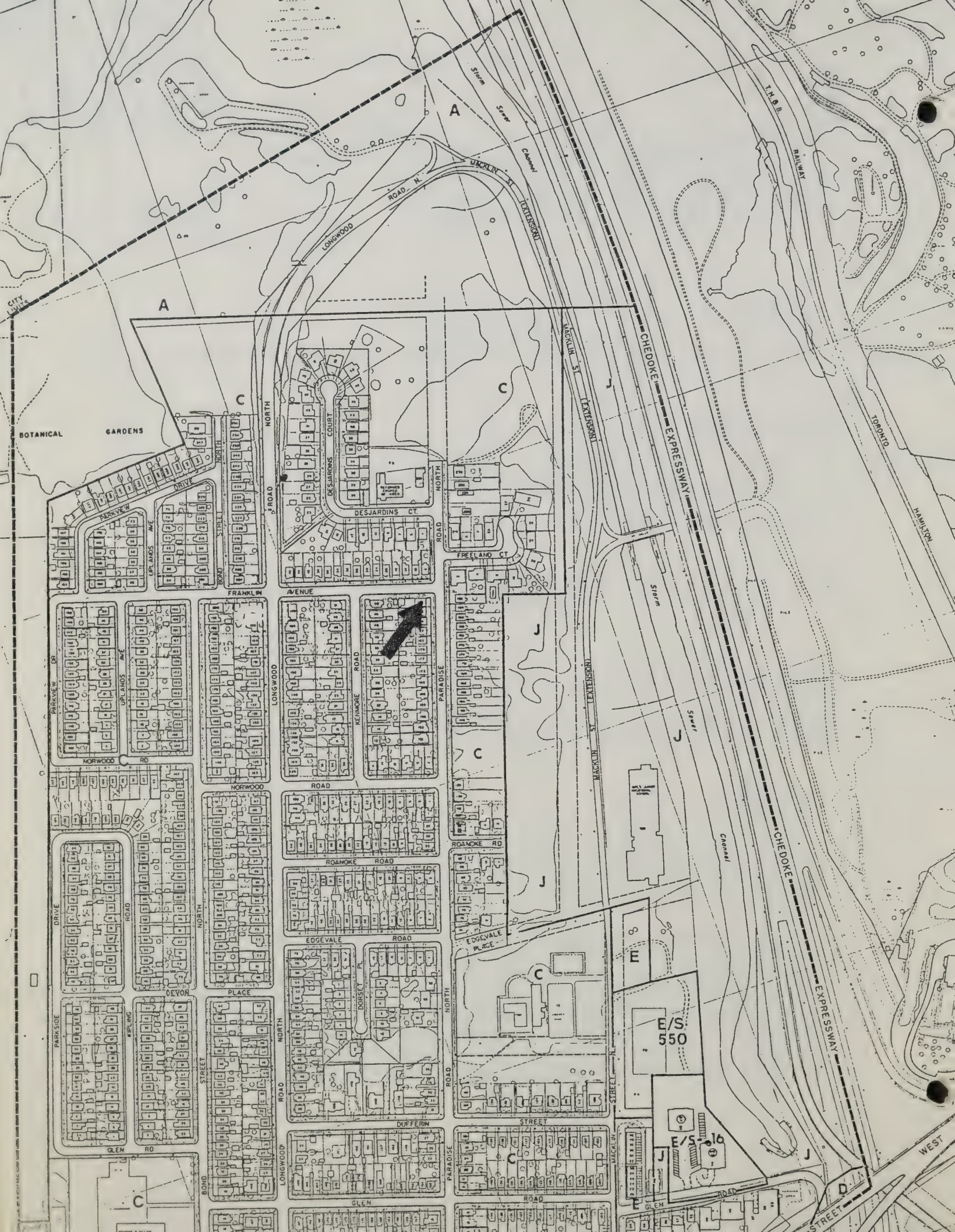
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required sign.

BACKGROUND:

Alderman Terry Cooke has requested that stop control be implemented at the intersection of Franklin Avenue and Paradise Road North. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there has been only one reported collision at this location in the past 10 years. Thus, there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign at the stem of this "T" type intersection, such that eastbound traffic on Franklin Avenue would be required to stop for northbound and southbound traffic on Paradise Road North. Therefore, the Traffic Department concurs with this request.


BOTANICAL GARDENS
CITY LIMITS
A
C
J
E
D
CHEDOKE EXPRESSWAY
MACKLIN ST. EXTENSION
LONGWOOD ROAD N.
Storm Sewer Channel
T.H.&B. RAILWAY
TORONTO
HAMILTON
NORTH BOND STREET
DESJARDINS COURT
DESJARDINS CT.
FRANKLIN AVENUE
FREELAND CT.
PARKVIEW DR
UPLANDS AVE
NORWOOD RD
LONGWOOD ROAD
KENMORE ROAD
PARADISE ROAD
ROANOKE ROAD
EDGEVALE PLACE
DEVON PLACE
PARKSIDE DRIVE
KIPLING AVENUE
DORSET PL.
DUFFERIN STREET
GLEN ROAD
E/S 550
E/S 16
WEST

17(f)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 October 7
COMM FILE: TEC-219-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Twin Crescent and Twin Court - Intersection Control.

RECOMMENDATION:

a) That southbound traffic on Twin Crescent be required to stop for eastbound traffic on Twin Court and westbound traffic on Twin Crescent; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

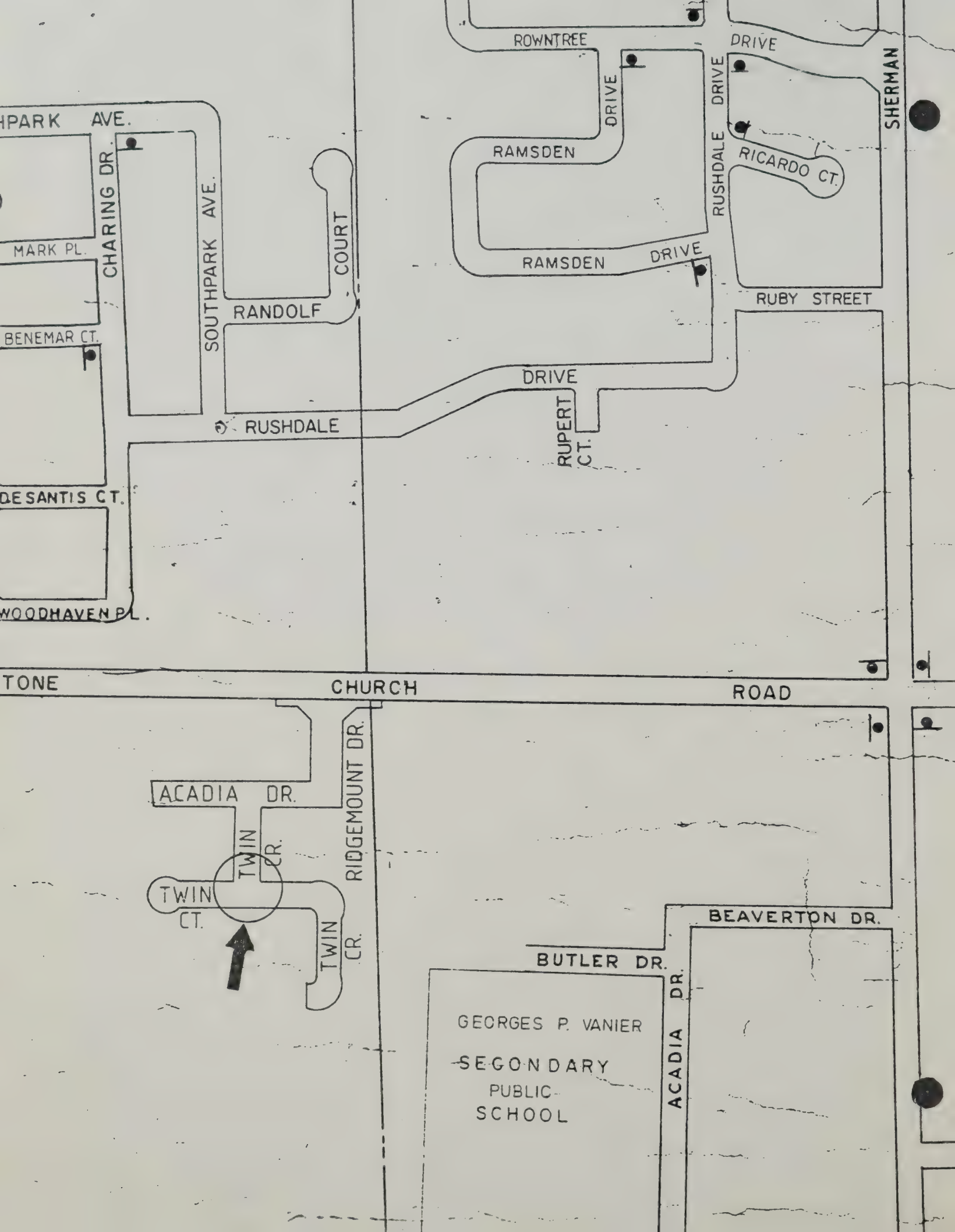
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required sign.

BACKGROUND:

An area resident has requested that stop control be implemented at the intersection of Twin Crescent and Twin Court. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported accidents at this location in recent years. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that southbound traffic on Twin Crescent would be required to stop for eastbound traffic on Twin Court and westbound traffic on Twin Crescent. Therefore, the Traffic Department concurs with this request.


ROWNTREE
DRIVE
DRIVE
RAMSDEN
RUSHDALE DRIVE
SHERMAN
RICARDO CT.
RAMSDEN
DRIVE
RUBY STREET
HPARK AVE.
CHARING DR.
MARK PL.
SOUTHPARK AVE.
COURT
RANDOLF
BENEMAR CT.
DRIVE
RUSHDALE
RUPERT CT.
DESANTIS CT.
WOODHAVEN PL.
TONE
CHURCH
ROAD
ACADIA DR.
RIDGEMOUNT DR.
TWIN CR.
TWIN CT.
TWIN CR.
BEAVERTON DR.
BUTLER DR.
ACADIA DR.
GEORGES P. VANIER
SECONDARY
PUBLIC
SCHOOL

17(9)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 September 29
COMM FILE: TEC-209-88
DEPT FILE:

SUBJECT: Intersections of Templemead Drive and Everest Street and Templemead Drive and Adler Avenue - Intersection Control.

RECOMMENDATION:

(a) That a stop sign be erected to control westbound traffic on Everest Street at Templemead Drive; and

(b) That a stop sign be erected to control eastbound traffic on Adler Avenue at Templemead Drive; and

(c) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman John Smith has advised of a request by the resident at no. 446 Templemead Drive, that stop signs be erected at the intersections of Templemead Drive and Everest Street and Templemead Drive and Adler Avenue. These intersections are "T" intersections, and presently, there are no intersection control signs.

Although there have been no documented accident problems at these locations, the Traffic Department would not object to erecting stop signs on the stems of these "T" intersections as a safety measure related to the right-of-way at the intersections. Therefore, the Traffic Department supports the request and recommends that westbound traffic on Everest and eastbound traffic on Adler be required to stop at Templemead.

FOR ACTION

17(h)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 October 12
COMM FILE:
DEPT FILE: TEC-227-88

SUBJECT: Through Traffic on Mahoney Avenue and Adeline Avenue-Intersection Control.

RECOMMENDATION:

- That three-way stop control be implemented at the intersection of Mahoney Avenue and Guelph Street; and
- That three-way stop control be implemented at the intersection of Adeline Avenue and Goggin Avenue; and
- That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

For many years, the problem of through traffic on Mahoney Avenue and Adeline Avenue north of Barton Street has been of concern to residents, since this route constitutes a by-pass of the intersection of Barton Street and Parkdale Avenue.

In 1977, an attempt was made to deal with this problem by recommending three alternative street closure schemes, which would have provided reasonable access to the neighbourhood while rendering through traffic movements impractical. However, none of these street closure schemes were satisfactory to residents of the area, and no action was taken at that time.

A recent meeting in the area was attended by Alderman Dave Christopherson and Alderman Geraldine Copps, at which time a number of neighbourhood concerns were discussed. The possibility of the street closure to resolve the matter was

raised at that time, and once again, consensus was that the street closure was not acceptable to the residents. The consensus was also that all direction stop control should be implemented at the intersections of Mahoney Avenue and Guelph Street, and Adeline Avenue and Goggin Avenue.

A review of through traffic volumes in June of 1988 determined that the through traffic still exists on these routes, and that during a 7-hour period, a total of 248 of the 364 vehicles entering this area were "through" traffic, having no origin or destination within the residential area. This volume is not heavy enough to constitute a serious traffic problem, but is undoubtedly a continuing irritation to residents of the neighbourhood.

Experience with this type of problem makes it clear that the only way to effectively eliminate the through traffic is by a strategic road closure which would retain accessibility for the residential area but make through traffic movements impracticable, but as indicated above, this solution is not acceptable to residents at the present time.

Because of the unusual circumstances in this case, under which two-thirds of the total traffic entering the neighbourhood is "through" traffic, and because of the tendency of "through" traffic to exceed the speed limit, and also because of the exceptionally short block lengths involved, it may be appropriate as an interim measure to implement three-way stop control at the subject intersections to reduce speeds in the immediate vicinity of the intersections. It should be stressed, however, that it is not anticipated that these measures will reduce the volume of through traffic in the neighbourhood, and the only real solution is a strategic road closure, which should be proposed to the residents in the area at a future date.

18(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 September 27
COMM FILE: TEC-208-88
DEPT FILE: 3-9.2

SUBJECT:

East 33rd Street between Concession Street and Crockett Street - Parking Regulations.

RECOMMENDATION:

a) That the existing "One Hour Parking Time, 24 hours a day, seven days a week" regulation on East 33rd Street between Concession Street and Crockett Street be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

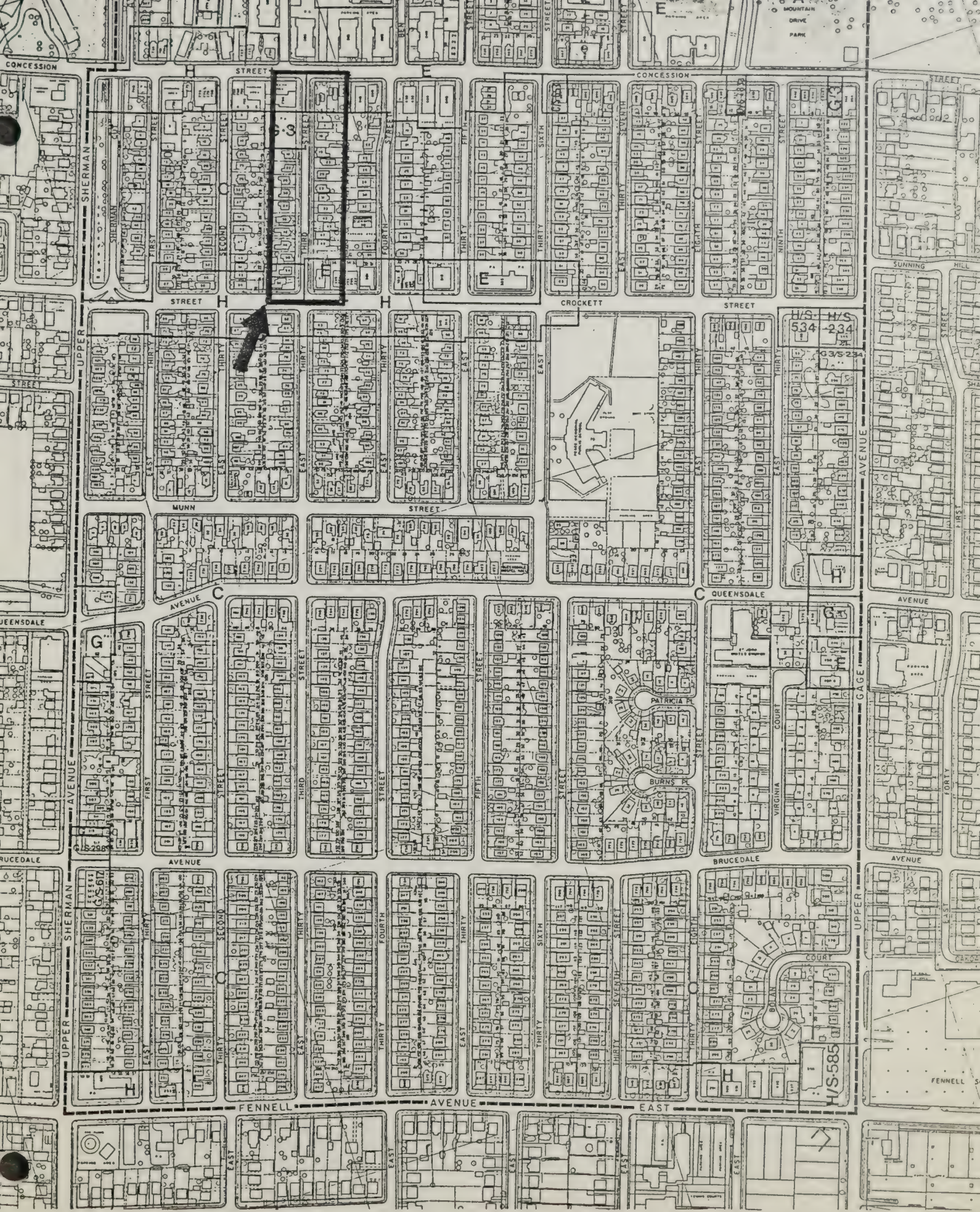
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

In Report TEC-98-88, the Traffic Department reported respecting a petition by residents of East 33rd Street requesting that "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the street, because of long-term parking by staff of the Henderson Hospital. Since the petition was signed by a majority of the abutting residents (52%), the Committee, and subsequently the City Council on 1988 June 20, approved the request and the parking time limit signs were erected shortly thereafter.

Following the erection of the signs, the Traffic Department received numerous complaints requesting that the parking time limit regulation be changed such

that it would be in effect only from 8:00 a.m. to 6:00 p.m., Monday to Friday. As a result, the Traffic Department hand delivered questionnaires to each of the 25 residential properties on East 33rd in the block between Concession Street and Crockett Street, asking if the residents support changing the regulation. Twenty-one of the 25 residents responded to the questionnaire, and 17 of these residents were in favour of changing the existing regulation to a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation. Therefore, since 68% of the abutting residents are in favour of changing the regulation, the Traffic Department concurs with this request.


CONCESSION
STREET
SHERMAN
UPPER
CROCKETT
MUNN
AVENUE
QUEENSDALE
BRUCEDALE
PATRICIA PL.
BURNS PL.
BOLAN COURT
VIRGINIA COURT
GAGE AVENUE
FENNELL AVENUE EAST
SUNNING HILL
MOUNTAIN DRIVE PARK
H/S 534-234
H/S-585
G3/S-234
G3/S-617

FOR ACTION

18(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 October 7
COMM FILE: TEC-204-88
DEPT FILE: 3-9.2

SUBJECT:

Cambria Court, south of Delmar Drive - Parking Regulations.

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Cambria Court between Delmar Drive and a point 130 feet south; and

b) That parking be prohibited on the west side of Cambria Court between Delmar Drive and a point 130 feet south; and

c) In accordance with the general Traffic By-law provision, parking be prohibited in the turn-around area at the southerly end of Cambria Court; and

d) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each parking permit will offset the cost to some degree.

BACKGROUND:

Alderman Tom Murray has forwarded a petition signed by representatives of all of six residential properties on Cambria Court, requesting that a "One Hour Parking Time Limit, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the street because of long-term parking by students from Mohawk College. The residents have also requested that parking be removed from one

side of the street and around the cul-de-sac to improve traffic flow and driveway movements. Presently, there is unrestricted parking on both sides of Cambria Court between Delmar Drive and the southerly end.

The implementation of the one hour time limit regulation would eliminate long-term parking by non-residents. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. The Traffic Department supports the principle of removing parking on one side of narrow streets such as this, and there is a general by-law provision to prohibit parking in a turn-around area in a cul-de-sac. Therefore, since 100% of the abutting residents have signed the petition, the Traffic Department concurs with the request.


B
C
C
C
H/S-58
C/S-58
H
GARTH STREET
WEST 19th STREET
WEST 18th STREET
WEST 17th STREET
WEST 16th STREET
WEST 15th STREET
DELMAR DRIVE
CAMBRIA
COLUMBIA
LAURIER AVENUE
GENEVA
TYNE PL.
EMMING CT.
DRIVE
BENDAMERE AVENUE
CRESCENT
BRIARWOOD
HUDSON
COLUMBIA DRIVE
VERONA PLACE
STACEY AVENUE
LAURIER AVENUE
ELMWOOD AVENUE
SANATORIUM ROAD
MARCUS AVENUE
WESTAWAY PLACE
MOHAWK
SILVERCREST DRIVE
SOUTHLEA DRIVE
WESTMOUNT DRIVE
LYNBROOK DRIVE
MILLBANK
WEST ROAD

FOR ACTION

18(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 October 7
COMM FILE:
DEPT FILE: TEC-224-88

SUBJECT: Parking Regulations on Olmstead Street between Paradise Road South and the Easterly End.

RECOMMENDATION:

(a) That parking be prohibited on the south side of Olmstead Street between Paradise Road South and the easterly end; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

BACKGROUND:

At the request of Alderman Terry Cooke, the Hamilton Fire Department recently investigated conditions on Olmstead Street between Paradise and the easterly end in order to determine whether or not parked vehicles on both sides of this local residential street would interfere with access by emergency vehicles. The Deputy Fire Chief has subsequently requested that parking be removed from one side of this section of street.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate driveway movements and traffic flow. Therefore, since the Fire Department has identified a potential problem with access by emergency vehicles, the Traffic Department concurs with the request to remove parking from one side of this 24-foot wide street.

Alderman Terry Cooke also agrees with the proposal to remove parking from one side of Olmstead Street. There are an equal number of parking spaces on each side of the street. However, Alderman Cooke has requested that the parking prohibition be signed on the south side in order that existing utility poles can be used for signing, rather than installing additional sign posts on the north side. There are only 6 residential properties abutting this section of street and all have off-street parking provided. Therefore, removal of parking from one side of this street should not create any parking problems for abutting residents.

19(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary,
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor

DATE: 1988 August 19
COMM FILE:
DEPT FILE: 40-10.10

SUBJECT:

Amendment to Streets By-law No. 9329 - Trees and Shrubs.

RECOMMENDATION

That the attached draft by-law be enacted by City Council.

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

N/A

BACKGROUND

With the adoption of Section 4a of the 8th Report of the Transport and Environment Committee, City Council at its meeting held on May 10, 1988 directed the preparation of the necessary by-law to amend Streets By-law No. 9329 with respect to the planting of trees and shrubs on the boulevards and road allowances in the City of Hamilton.

c.c. Mr. J. Pavelka,
Director of Public Works
Attn: Mr. R. Nutley,
Manager, Parks Division

FOR ACTION

19(b)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 September 12
COMM FILE:
DEPT. FILE: 65-3.384

SUBJECT:

By-law to close and sell the road allowance between Lots 54 & 55, Concession 3, Ancaster, designated as Part 1, on Plan 62R-9757

RECOMMENDATION:

That City Council enact the attached by-law on October 25, 1988 in accordance with the authorization contained in the 1st Report of the Transport and Environment Committee, Item 14, adopted by City Council on January 13, 1987. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, October 17, 1988 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council on January 13, 1987, directed the City Solicitor to prepare the by-law above referred to. We have asked the City Clerk to have the Public Notice printed in The Spectator on Saturday, September 24, October 1, 8 and 15, 1988.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

20(b)

Corporation of the City of

Memorandum

****

TO: Alderman V. Agro

YOUR FILE:

FROM: Mr. R. C. Prowse, Secretary
Transport and Environment Committee

OUR FILE:
PHONE: 526-2747

SUBJECT: Mrs. Marion Pugliese, 31 Railway Street

DATE: 1988 September 27

This will advise that the most appropriate meeting date to hear the concerns of Mrs. Pugliese, would be Monday, October 17, 1988.

As you are aware, the delegation portion of the agenda begins at 3:00 o'clock p.m. It is my understanding that you will be contacting the area residents to advise them of the date and time of the meeting.

RCP/bc

c.c. Alderman H. Merling, Chairman
Transport and Environment Committee

CITY COUNCIL
HAMILTON, CANADA

Alderman Henry Merling
Chairman — Transport & Environment Committee

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 389-5903 — WARD 7

September 19th, 1988

Alderman V. J. Agro
City Hall

Dear Vince,

RE: YOUR MEMO OF 09/16/88, MEETING WITH MARION PUGLIESE, 31 RAILWAY ST.

Above item has been removed from today's agenda of the Transport and Environment Committee, as per your request.

Please advise Mr. R. Prowse, Secretary, when you would like the Committee to deal with this matter.

Yours very truly,

Henry Merling

Henry Merling, Chairman
Transport & Environment Committee

HM:wt

cc: Mr. R. Prowse, Secretary

CITY COUNCIL
HAMILTON, CANADA

SEP 1 1988

Alderman Vince Agro
Chairman — Legislation
Committee

71 MAIN STREET WEST L8N 3T4 • (416) 526-2733 • RES. (416) 528-2009 — WARD 2

September 16, 1988

Alderman Henry Merling, Chairman
Transport & Environment Committee

Dear Henry:

RE: OUR MEETING WITH MARION PUGLIESE OF 31 RAILWAY STREET

Please inform me when the meeting of the Transport & Environment Committee will take place that will deal with this matter.

If you require any assistance from me or any further information, please do not hesitate to contact me.

Thanks for your assistance in this matter.

Sincerely,

Vince Agro

Vince Agro
Alderman, Ward 2

VJA:sn

c.c. Residents of Railway Street

20(c)

FOR ACTION

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 July 12
COMM FILE: TEC-142-88
DEPT. FILE:

SUBJECT

Intersection of Burlington Street East and Mary Street - Request for a Traffic Signal.

RECOMMENDATION

That no action be taken on the request for a traffic signal at the intersection of Burlington Street East and Mary Street at this time.

Murray F. Main

FINANCIAL IMPLICATIONS

The estimated cost for installing a traffic signal at the intersection of Burlington Street East and Mary Street is $45,000 to $50,000. No subsidy would be forthcoming from the Ministry of Transportation, and no funds have been budgeted for the installation of a traffic signal at this location.

BACKGROUND

His Worship Mayor Robert Morrow has asked the Traffic Department to report to the Transport and Environment Committee respecting the need for a traffic signal at the intersection of Burlington Street East and Mary Street. The Traffic Department has investigated this matter, and has the following report:

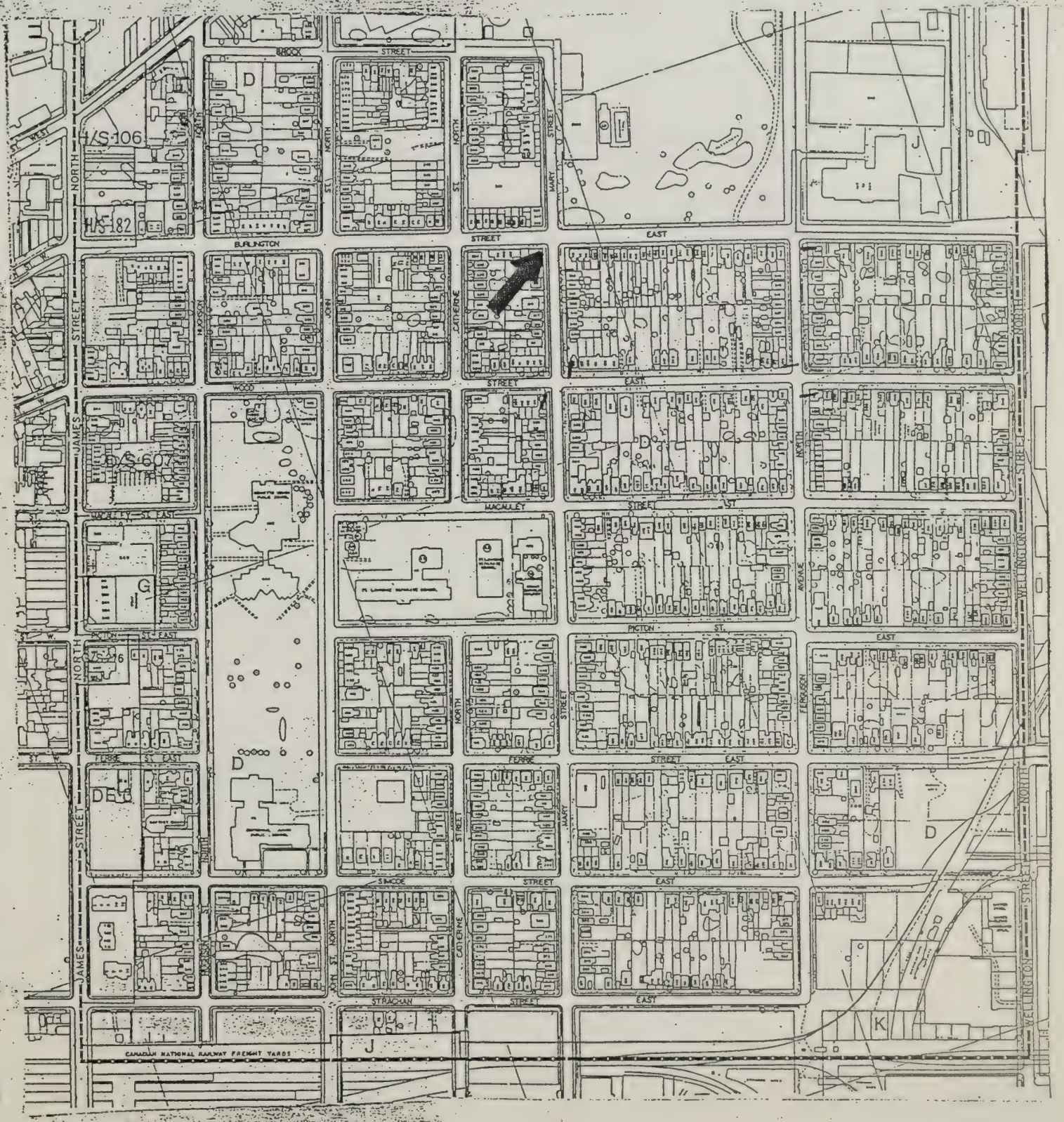
The intersection of Burlington and Mary is presently controlled by a four-way stop. A review of the collision history at the intersection has revealed that there has been an average of approximately 3.2 collisions per year during the past seven and a half years. There has been only one reported pedestrian accident

during this time period. This accident occurred in 1981 and involved a 72 year old pedestrian who was crossing Mary Street rather than Burlington Street. Most of the collisions at this intersection have been rear-end collisions, and only five accidents in the past six and a half years would be susceptible to correction by the installation of a traffic signal. The installation of a traffic signal at Burlington and Mary would likely increase the number of accidents occurring at this location, since a typical signalized intersection in Hamilton experiences approximately five accidents per year.

The Ontario Ministry of Transportation requires that installation warrants be satisfied in order to receive subsidy from the Province for the installation of traffic signals. These warrants take into account, in part, the vehicular and pedestrian volumes and number of collisions at the intersection, and presently, neither the volumes nor the number of collisions at Burlington and Mary are sufficient to satisfy the warrant.

Specifically, the vehicular volumes on Burlington Street are moderate at approximately 12,000 vehicles per day, the vehicular volumes on Mary Street are low at approximately 1,300 vehicles per day, and pedestrian volumes are moderate at approximately 180 pedestrians per day crossing Burlington Street. To assess conditions during summer months, the Regional Police conducted studies at this intersection in July 1987 and concluded that the children who crossed properly in the crosswalk had no problems crossing. Also, a traffic signal at this location could not be progressed with the existing traffic signals on Burlington at John and at Wellington Streets.

For these reasons, the Traffic Department does not support the request for a traffic signal at this location at this time.


H/S-106
H/S-182
B/S-60
NORTH JAMES STREET
BURLINGTON STREET
WOOD STREET
MACAULEY STREET
WORTLEY ST. EAST
QUEEN ST. EAST
FURBY ST. EAST
NORTH JAMES STREET
JAMES STREET SOUTH
HUGHSON STREET NORTH
JOHN ST. NORTH
CATHERINE STREET
MARY STREET
WELLINGTON STREET NORTH
PICTON AVENUE
FERGUSON AVENUE NORTH
FERRIE STREET EAST
SIMCOE STREET
STRACHAN STREET EAST
CANADIAN NATIONAL RAILWAY FREIGHT YARDS
EAST
D
G
J
K

Corporation of the City of Hamilton

Memorandum

****

TO: Alderman V. Agro

FROM: Robert C. Prowse, Secretary
Transport and Environment Committee

OUR FILE:
PHONE: 526-2747

SUBJECT: INTERSECTION OF BURLINGTON STREET EAST AND MARY STREET

DATE: 1988 October 5

This is to advise that the above item will be on the delegation portion of the Monday, October 17, 1988 Transport and Environment Committee Agenda. As you are aware delegations begin at 3:00 o'clock p.m. and the meeting is held in Room 233 City Hall.

It is my understanding that you will be contacting the area residents who wish to appear before the Committee respecting this matter.

I trust this proves satisfactory.

RCP:lp

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

1988 September 29

Alderman Vince Agro
Alderman, Ward 2
Aldermen's Office

Re: Intersection of Burlington Street East and Mary Street

Dear Sir:

We refer to your letter dated 1988 September 19, respecting the intersection of Burlington and Mary Streets.

The Traffic Department investigated this request and recommended to the Transport and Environment Committee that no action be taken on the request for a traffic signal at this intersection at this time. However, this matter was tabled by the Committee on 1988 July 18.

If the area residents wish to appear before the Committee respecting this matter, you may wish to contact Mr. R. C. Prowse, Secretary, Transport and Environment Committee, and make the necessary arrangements.

Please advise if any further action or information is required.

Yours truly,

Murray F. Main, P. Eng.
Director of Traffic Services

MH/jd

cc: Mr. R. C. Prowse, Secretary, Transport and Enviornment Committee

CANADIAN FOOTBALL HALL OF FAME 25 YEARS 1963-1988 HAMILTON

20(a)

FOR ACTION

REPORT TO: Mr. R. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff
City Solicitor

DATE: 1988 September
COMM FILE:
DEPT FILE: 65-3.393

SUBJECT:

By-law to close and sell Old Nash Road, designated as Part 2, on Plan 62R-9679

RECOMMENDATION

That City Council enact the attached by-law on October 25, 1988 in accordance with the authorization contained in Item 22 of the 4th Report of the Transportation and Environment Committee, adopted by City Council on February 23, 1988. (Please arrange to place this matter on the Transport and Environment Committee's agenda for the meeting of October 17, 1988.

K. Rouff

FINANCIAL IMPLICATIONS *(IF NONE, STATE N/A)*

N/A

BACKGROUND

City Council on February 23, 1988, directed the City Solicitor to prepare the by-law above referred to. We have asked the City Clerk to have the Public Notice printed in the Spectator on Saturday, September 24, October 1, 8 and 15, 1988.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk

:sr
Att.

CA4 ON HBL A05
CSITG

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK

Urban Municipal
Collections
Public Library

L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1988 October 27

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1988 October 31
2:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

AGENDA:

1. Minutes of the Monday, October 17, 1988 meeting of the Transport and Environment Committee

MANAGER OF PURCHASING

2. Electrical Services, Brampton Yard

3. Supply and Delivery of Sign Blanks during 1988

CANADIAN FOOTBALL HALL OF FAME 25 YEARS 1963-1988 HAMILTON

MANAGER OF PROPERTY

4. Purchase of Part of 564 and 570 Stone Church Road East for Roadway Purposes - Aquino Gardens - Butler Neighbourhood

COMMISSIONER OF ENGINEERING

5. Inadvertent Encroachment Agreement - 7 Pearl Street North, Hamilton

6. **Banner Display Applications**

   (a) Hamilton International Airshow - June 12, 1989 to June 18, 1989

   (b) Boris Brott Summer Music Festival - July 03, 1989 to July 10, 1989

   (c) Young Drivers of Canada - May 15, 1989 to May 21, 1989

   (d) Ottawa Street B.I.A. - June 19, 1989 to June 26, 1989

   (e) Junior Achievement of Hamilton-Wentworth - February 20, 1989 to February 27, 1989

   (f) Canadian Home Builders' Association - January 29, 1989 to February 06, 1989

7. Land Transfers required in connection with "Lillian Heights - Phase I", Hamilton

DIRECTOR OF TRAFFIC

8. 18 Nightingale Street - Request for a Reserved Permit Parking Space for a Handicapped Resident

9. Building at No. 23 Sanford Avenue South - Application for a Time Limit Exemption Permit

10. Intersection of Melbourne Street and Poulette Street - Intersection Control

11. **Parking Regulations**

   (a) Rosedale Avenue between Lawrence Road and Greenhill Avenue (No Copy)

   (b) Cochrane Road between Lawrence Road and Greenhill Avenue (No Copy)

12. U-Shaped alleyway, north of Macauley Street - One way operation

DIRECTOR OF PUBLIC WORKS

13. Diversion Credit to Third Sector Employment Enterprises

BILLS

14. (a) By-law respecting construction of local improvements of a concrete sidewalk and curb on the west side of Adeline Avenue between Barton Street and Mahoney Avenue

    (b) By-law respecting construction of local improvements of a concrete sidewalk on Stone Church Road West in the vicinity of Upper Paradise Road

DELEGATIONS

15. East side of David Avenue, south of South Bend Road - Extension of corner clearance - Mrs. Cheryl Lee, 194 Southbend Road East

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Proposed Closing of Access to Alley - Head & Lamoreaux Street	Oct. 20/87	Mr. Spencer	Awaiting response from applicant
2.	Intersection of Regent and McIntosh Avenue	May 26/87	Ald. Murray	Tabled until further notice - Alderman Murray
3.	Increasing numbers School Traffic Officers	Jan. 04/88	Mrs. Buist	Report Pending
4.	Increasing amount of road re-construction	Jan 04/88	Mr. Spencer	Report Pending
5.	Strathcona Avenue and Florence Street - School Traffic Officer	Jan 18/88	Alderman Kiss	Tabled until further notice - Alderman Kiss
6.	How S.T.O. Studies are Conducted	Jan 18/88	Mrs. Buist	Report Pending
7.	Speed of Trains	Feb 15/88	Council	Tabled by Council January 27, 1987
8.	Alternate Locations to hang banners	Feb 29/88	Mr. Spencer	Report Pending
9.	Local Improvement rates for alleys	April 18/88	Ald. Valeriano	Tabled until Alderman Valeriano approach Province
10.	Petition forms - Standardization	Sept. 19/88	Mr. Main	Report to follow

	ITEM	ORIGINAL DATE	ACTION	STATUS
11.	Policy re: Sidewalks in New Subdivisions	Sept. 19/88	Mr. Spencer	Report to follow
12.	267 Bold Street - request to remove parking	Oct 03/88	Alderman Kiss	Report to follow after Alderman Kiss meets with Mrs. Trigiani
13.	Crescent Oil Company	Oct 17/88	Mr. Pavelka	Report for Nov. 21/88 meeting

1.

Monday, October 17, 1988
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Mayor R. Morrow
Alderman M. Kiss
Alderman V. Agro
Alderman P. Valeriano
Alderman D. Agostino
Alderman P. Cowell
Alderman T. Murray

Also present: Alderman T. Cooke
Alderman R. Wheeler
Mr. L. Sage, Chief Administrative Officer
Mr. J. Pavelka, Director of Public Works
Mr. D. Lobo, Public Works Department
Mr. D. Vyce, Director of Property
Mr. M. Watson, Property Department
Mr. R. Martiniuk, Manager, Archectural Division
Mr. M. Main, Director of Traffic
Mr. G. Aston, Regional Engineering Department
Mr. T. Bradley, Manager of Purchasing
Mr. Bernice Price, Hamilton Safety Council
Mr. Willson, Board of Education
Mrs. Diane Buist,

Regrets: Alderman G. Copps (Death in the Family)

The minutes of the Monday, October 03, 1988 meeting of the Transport and Environment Committee were adopted as circulated.

Construction of a New Public Works Yard on Rymal Road in Hamilton

The Committee approved the following recommendation of the Director of Public Works respecting the Construction of a New Public Works Yard on Rymal Road in Hamilton:

(a) That the estimated cost for the construction of the New Mountain Public Works Yard on Rymal Road be increased by $350 000 from $2 400 000 to $2 750 000.

(b) That the City Treasurer be requested to recommend to the Executive Committee the means of financing this increase.

Construction of a District Office an Utility Building on Rymal Road

The Committee approved the following recommendation of the Manager of Purchasing respecting the construction of a District Office and Utility Building on Rymal Road:

(a) That a purchase order be issued to Frid Construction Company Limited, Hamilton in the amount of $2 255 000 for the construction of District Office and Utility Building, Rymal Road, in accordance with specifications issued by the Manager, Architectural Division, Property and Vendor's tender.

(b) That a contract be entered into satisfactory to the City Solicitor.

(c) That approval be given to amend the Consultant Architect's contract, B. Berguland, to increase the fees and expenses from $113 000 to $120 000.

NOTE: Lowest of (5) tenders received. Funds provided in Construction of New Mountain Public Works Yard, Rymal Road
- Contractual Services Account No. 0408-V72895 ($2 255 000) and
- Consultant and Professional Fees Account No. 0408-V72893 ($7 000)

Supply adn Delivery One Top Dressing Machine for the Public Works Department

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of one Top Dressing Machine for the Public Works Department:

That a purchase order be issued to Gordon Bannerman Limited, Rexdale, in the amount of $13 932 for the supply and delivery of One (1) Top Dressing Machine, for the Parks Division of the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Only tender received. Funds provided in General Park Maintenance-Equipment Purchases Account No. 0364-0575.

Supply adn Delivery of a Soil Shredder for the Public Works Deparment

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of a Soil Shredder for the Public Works Department:

That a purchase order be issued to Russel Brothers, Owen Sound, in the amount of $59 875.20 for the supply and delivery of One (1) Soil Shredder for the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest acceptable of six (6) tenders received. Funds provided in Operating Equipment Account No. 0359-5075 ($25 000). Application made September 6, 1988 to the O.M.B. for the balance to be approved in Construction, Salt Domes Account No. 0408-V72881.

Purchase of Part of 118 Guildwood Drive

The Committee approved the following recommendation of the Director of Property respecting the Purchase of Part of 118 Guildwood Drive:

That an Option to Purchase a portion of 118 Guildwood Drive executed by Ramesh Panchal and Mina Panchal on October 2, 1988 and scheduled to close on January 19, 1989, be approved and completed.

NOTE: The property to be purchased is composed of the westerly half of Block D, Plan M-210 having a frontage along the northerly limits of Guildwood Drive of 3.048 metres (10 feet) by a depth of 45.72 metres (150 feet) comprising an area of 139.35 square metres (1,500 square feet) more particularly known as Parts 3 and 4 on Plan 62R-7193 along with Schedules "A" and "B" which form a part of Option to Purchase for the purchase price of $16 300, which is to be charged to Account No. 0408-X95056.

Proposed Alley Closure of the North-South Alley West of East 16th Street between Inverness Avenue and Thayer Avenue - Inch Park Neighbourhood

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Proposed Alley Closure of the North-South Alley West of East 16th Street between Inverness Avenue and Thayer Avenue, in the Inch Park Neighbourhood:

(a) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close the "north-south alley west of East 16th Street between Inverness Avenue and Thayer Avenue, Inch Park Neighbourhood".

(b) That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.

(c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.

(d) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.

(e) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of The Regional Municipality of Hamilton-Wentworth Act.

(f) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

Provided the Judge's Order to close the highway is granted:

i. That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).

ii. That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

Proposed Road Closure of the Beach Road Railway Crossing, East of Kenilworth Avenue on the CN/CP Industrial Lead

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Proposed Road Closure of the Beach Road Railway Crossing, East of Kenilworth Avenue on the CN/CP Industrial Lead:

(a) That the City Solicitor be authorized and directed to prepare a By-law for the stopping-up, closing and retaining of a portion of Beach Road in the area of the CN/CP Industrial Lead crossing shown as Parts 1, 2 and 3 on Plan 62R-9714.

(b) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of City Council's intention to pass the By-law.

(c) That the City Solicitor be authorized and directed to prepare the necessary easement agreements required for Hamilton Hydro, Ontario Hydro, Union Gas and the Region for their underground/overhead utilities on the Beach Road road allowance.

(d) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval of the proposed closing pursuant to Section 48 of the Regional Act.

Subdivision Agreements:

The Committee approved the recommendations of the Commissioner of Engineering respecting the following Subdivision Agreements:

Oakdale Estates - Phase 3

(a) Oakdale Estates - Phase 3, Hamilton, Date of report September 26, 1988, File No. S715-23.

Rita Avenue Survey

(b) Rita Avenue Survey Hamilton, Date of report October 05, 1988, File No. S718-60

DeSantis Gardens

(c) DeSantis Gardens - Hamilton, Date of report October 04, 1988, File No. S704-31.

1489 Upper James Street

(d) Lands Severance Applications H-94-88 to H-100-88 Modified Subdivision Agreement for 1489 Upper James Street Hamilton, Date of report October 13, 1988, File No. S726-78.

Proposed Lighting of a Walkway Connecting the Fessenden and Gurnett Neighbourhoods

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Proposed Lighting of a Walkway Connecting the Fessenden and Gurnett Neighbourhoods.

(a) That the Commissioner of Engineering be authorized and directed to issue the necessary purchase orders to install lighting on the public walkway connecting the Fessenden and Gurnett Neighbourhoods; and

(b) That the cost of this work estimated at $15 000 be charged to Account No. 0352-1019 - Street Lighting.

Relocation and Addition of New Bus Stops along the Limeridge Bus Route

The Committee approved the following recommendation of the Director of Traffic Services respecting the Relocation and Addition of New Bus Stops along the Limeridge Bus Route:

That in accordance with the request of the Hamilton Street Railway Company:

(a) The following bus stop relocation be approved:

Limeridge Route - Westbound - Delete - Limeridge Road at No. 759 (M/B)
- Add - Limeridge Road at Lakeview Drive (N/S)

(b) The following bus stop addition be approved:

Limeridge Route - Eastbound - Limeridge Road opposite Lawnview Drive (M/B)

(c) That City Traffic By-law 66-100 be amended accordingly.

Corner Clearance - Walnut Street South and Forrest Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting a Corner Clearance at the intersection of Walnut Street South and Forrest Avenue:

(a) That a parking prohibition be implemented on the west side of Walnut Street South between Forest Avenue at a point 53 feet northerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Overdraft in the Traffic Department By-law Enforcement Uniforms, Clothing and Accessories current Budget Account 0345-0327

The Committee approved the following recommendation of the Director of Traffic Services respecting an Overdraft in the Traffic Department By-law Enforcement Uniforms, Clothing and Accessories current Budget Account (0345-0327):

That permission be granted to allow an overdraft of $4 500 in the Uniforms, Clothing and Accessories account for the By-law Enforcement Section of the Traffic Department current budget.

Driveway Clearance No. 48 Sanders Boulevard

The Committee approved the following recommendation of the Director of Traffic Services respecting a Driveway Clearance for No. 48 Sanders Boulevard:

(a) That a parking prohibition be implemented on the north side of Sanders Boulevard commencing at a point 70 feet west of the west leg of Binkley Crescent and extending to a point 30 feet westerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Reserved Handicapped Parking Space - 115 East 19th Street

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a Reserved Handicapped Parking Space at 115 East 19th Street:

(a) That a permit parking space be designated on the north side of Inverness Avenue commencing at a point 60 feet east of East 19th Street and extending to a point 24 feet easterly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to the resident at no. 115 East 19th Street; and

(c) That City Traffic By-law 66-100 be amended accordingly.

One Way Operation of Garside Avenue North between Britannia Avenue and Caoon Street East and the extension of a one-way operation of Cline Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting a One Way Operation of Garside Avenue North between Britannia Avenue and Cannon Street East and the extension of a one-way operation on Cline Avenue:

(a) That Garside Avenue North be operated one-way northerly in the block between Cannon Street East and Britannia Avenue; and

(b) That the existing easterly one-way operation of Cline Avenue, west of King Street West, be extended to a point 180 feet west of King Street West; and

(c) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control

The Committee approved the following recommendations of the Director of Traffic Services respecting Intersection Control:

Oak Knoll Drive

(a) That eastbound traffic on Oak Knoll Drive be required to yield to northbound and southbound traffic on Dromore Crescent; and

Lowcrest Avenue

(b) That northbound traffic on Lowcrest Avenue be required to stop for eastbound and westbound traffic on Ironwood Crescent; and

Tudor Street

(c) That northbound traffic on Tudor Street be required to stop for eastbound and westbound traffic on Taymal Street; and

Parkwood Crescent

(d) That eastbound traffic on Parkwood Crescent be required to stop for northbound and southbound traffic on Grandoaks Drive; and

Franklin Avenue

(e) That eastbound traffic on Franklin Avenue be required to stop for northbound and southbound traffic on Paradise Road North; and

Twin Crescent

(f) That Southbound traffic on Twin Crescent be required to stop for eastbound traffic on Twin Court and westbound traffic on Twin Crescent; and

Everest Street at Templemead Drive

(g) That a stop sign be erected to control westbound traffic on Everest Street at Templemead Drive; and

Adler Avenue at Templemead Drive

(h) That a stop sign be erected to control eastbound traffic on Adler Avenue at Templemead Drive; and

Mahoney Avenue and Guelph Street

(i) That three-way stop control be implemented at the intersection of Mahoney Avenue and Guelph Street; and

Adeline Avenue and Goggin Avenue

(j) That three-way stop control be implemented at the intersection of Adeline Avenue and Goggin Avenue; and

(k) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - East 33rd Street between Concession Street and Crockett Street

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on East 33rd Street between Concession Street and Crockett Street:

(a) That the existing "One Hour Parking Time, 24 hours a day, seven days a week" regulation on east 33rd Street between Concession Street and Crockett Street be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - Cambria Court, South of Delmar Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on Cambria Court, South of Delmar Drive:

(a) That a "One Hour Parking Time Limit, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Cambria Court between Delmar Drive and a point 130 feet south; and

(b) That parking be prohibited on the west side of Cambria Court between Delmar Drive and a point 130 feet south; and

(c) That in accordance with the general Traffic By-law provision, parking be prohibited in the turn-around area at the southerly end of Cambria Court; and

(d) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on Olmstead Street between Paradise Road South and the easterly end:

(a) That parking be prohibited on the south side of Olmstead Street between Paradise Road South and the easterly end; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Third Sector Recycling

With respect to an added item dealing with Third Sector Recycling, the Committee was advised by the Director of Public Works that at a recent meeting with representatives from the Federal Government, he was advised that the program would eventually come to an end and Federal Subsidies would no longer be available.

Mr. Pavelka indicated that within two weeks the Third Sector Representatives would have the necessary figures available for him to prepare a report for the consideration of the Transport and Environment Committee.

Speed Limit on Mount Albion Road

With respect to an added item dealing with the Speed Limit on Mount Albion Road, Alderman Agostino advised the Committee that due to the complaints received in the area, he was requesting that the Committee reduce the Speed Limit on Mount Albion Road from the Hill to Greenhill Avenue, to 30 km/h from 50 km/h.

After considerable discussion it was moved by Alderman Agostino seconded by Alderman Murray that the Speed Limit on the Mount Albion Hill be reduced to 40km/h. Carried.

BILLS

The following Bills were introduced:

(a) Amendment to Streets By-law No. 9329 - Trees and Shrubs

(b) By-law to close and sell the road allowance between Lots 54 & 55, Concession 3, Ancaster, designated as Part 1, on Plan 62R-9757.

(c) By-law to Amend By-law 66-100 to Regulate Traffic.

(d) By-law to Amend By-law 66-100 to Regulate Traffic.

The Committee adjourned to the delegation portion of the meeting.

Old Nash Road

With respect to an item dealing with the By-law to close and sell Old Nash Road, the Committee asked if anyone was present to speak for or against this item.

Alderman Wheeler, Chairman of the Freeway Steering Sub-Committee and Mr. Dale Turvey, appeared before the Committee to request that any action to close and sell Old Nash Road be deferred for two months.

After some discussion it was moved by Alderman Murray seconded by Alderman Kiss that the proposal to close and sell Old Nash Road be deferred for a two month perriod. Carried.

School Traffic Officer
- Intersection of Aberdeen and Dundurn Avenues

Ms. Angela Mallick of 4 Beulah Avenue and Ms. Constance Wesley, 47 Beulah Avenue, appeared before the Committee as spokespersons for the delegation requesting a School Traffic Officer at the intersection of Aberdeen and Dundurn Avenues. Also speaking in favour of this request were Alderman Cooke and Alderman Kiss.

After considerable discussion it was moved by Alderman Kiss seconded by Alderman Valeriano that a School Traffic Officer be assigned to the Intersection of Aberdeen and Dundurn Avenues as quickly as possible.

The Traffic Department Staff was directed to report back to the Committee on moving the Bus Stop on Aberdeen further west and Also on slowing the traffic which enters Aberdeen from the 403 cut off.

Regrading the Intersection at Dundurn and Aberdeen

The Engineering staff were directed to report back to the Committee on the feasibility of regrading the Intersection at Dundurn and Aberdeen.

31 Railway Street

Mrs. Marion Pugliese of 31 Railway Street, Ms. Mary Rao of Railway Street and Mr. William Hinde of 12 Railway Street, appeared before the Committee complaining about Tractor Trailers at the Crescent Oil Company on Railway Street blocking off the entire street, spilling oil on the sidewalks and on the road, and creating safety hazards not only on the road but in the alleyway where old oil drums, garbage, parked cars and vans create a hazard.

After considerable discussion it was moved by Alderman Agro seconded by Alderman Cowell that the respective staffs of the Fire, Health, Public Works and Ministry of the Environment be requested to investigate the problem in this area and report back to the Committee with appropriate recommendations. Carried.

NOTE: The Committee also requested that an M.O.E. assessment of the kinds of oils/chemicals in question be available in the report.

Requesting a stoplight
- intersection of Burlington and Mary Streets

Ms. Jane, Wilson, Ms. Forester and Mr. Peter Rhodes appeared before the Committee requesting a stoplight at the intersection of Burlington and Mary Streets be provided. They submitted to the Committee a petition which included 400 names in favour of this request.

After considerable discussion it was moved by Alderman Agro seconded by Alderman Agostino:

(a) That a stoplight be installed at the intersection of Burlington and Mary Streets

(b) That the Executive Committee be requested to recommend the source and method of financing.

Adjournment

There being no further business the meeting then adjourned.

TAKEN AS READ AND APPROVED.

Robert C. Prowse,
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

FOR ACTION

2.

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1988 October 18
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: ELECTRICAL SERVICES, BRAMPTON YARD

RECOMMENDATION
That a purchase order be issued to Shersdale Inc., o/a Electrical Maintenance Services, Hamilton in the amount of $11,810 to provide Electrical Services, Brampton Yard, accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Only tender received. Funds provided in Construction of Brampton Yard Account #0364-9819.

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND
Five suppliers were requested to bid. One declined and three did not respond.

3.

FOR ACTION

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1988 October 20
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY & DELIVERY OF SIGN BLANKS DURING 1988

RECOMMENDATION
That a purchase order be issued to Owl-Lite Signs Inc., Rexdale, for the supply and delivery of Signs Blanks as and when required during 1988 for the Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest acceptable of four (4) tenders received. Funds provided in Stock Materials-Signals Account #0394-3325.

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND-Tender Analysis

Owl-Lite Signs Inc., Rexdale	$48,046.22
Provincial Traffic Signs, Port Perry	45,261.10
Mechanical Advertising, Oshawa	79,531.20
Flaherty Mfg. Co. Ltd., Hamilton	35,353.70 *

The low bidder, Provincial Traffic Signs, has caused long deliveries and delays during this past contract. A normal delivery would be 3 weeks and we have waited up to 5 months for some items, and the majority of items were 2-3 months delivery.

* Incomplete-only bid 22 of the 44 items listed-not low bidder for these items.

FOR ACTION

4.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 October 13
COMM FILE:
DEPT FILE: (4505)

SUBJECT: **Purchase of part of 564 and 570 Stone Church Road East for Roadway Purposes - Aquino Gardens - Butler Neighbourhood**

RECOMMENDATION:

That the Director of Property be authorized to acquire lands (part of Lot 9, Concession 8 comprising approximately 16,257 square feet) from the owners of 564 and 570 Stone Church Road East which are required for roadway purposes (Acadia Drive and Butler Drive) for the Aquino Gardens draft plan of subdivision, in order to implement the approved Butler Neighbourhood Plan. The necessary expenditures are to be charged to account #0280-02.

D. W. Vyce

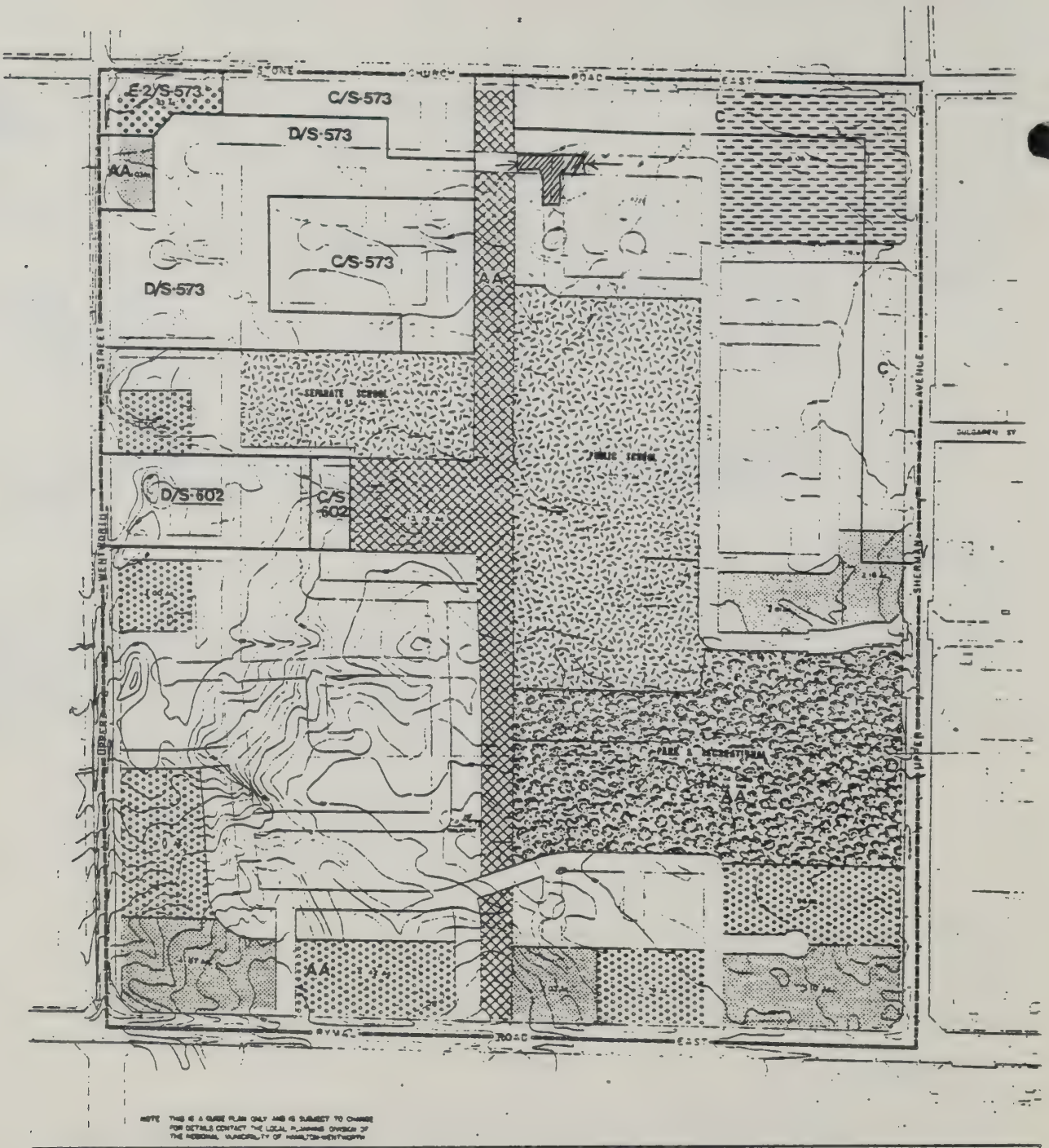
FINANCIAL IMPLICATIONS:

The City will establish a 1' Reserve along the proposed roadway in order to recover its costs for land and services from the abutting developers.

BACKGROUND:

The owner of the proposed Aquino Gardens draft plan of subdivision, Mr. S. Aquino, has been unsuccessful in his attempts to acquire the required lands for roadway purposes from the owners of 564 and 570 Stone Church Road East. The above recommendation is in accordance with he City's policy to assist developers to establish roadways to their subdivisions and promote the development of land.

c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer - Attention: Mr. D. Consoli
- Mr. G.S. Spencer, Regional Commissioner of Engineering
Attention: Mr. M. Chidley
Attention: Mr. K. Brenner



NOTE THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE FOR DETAILS CONTACT THE LOCAL PLANNING OFFICE OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

LAND USE

RESIDENTIAL
- single & double
- attached housing
- low density apts.
- medium density apts.
- high density apts.
- commercial & apts.

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES
- MULTICENTRE

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

Approvals
Planning Bd. APPR. 26 1976 Council JUNE 29 1976
Revisions

CITY OF HAMILTON
PLANNING DEPARTMENT

BUTLER

APPROVED PLAN

NORTH

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering
71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 526-4170

I.D.0245D (25)

Refer to File No S713-35
Attention of K. Brenner
Your File No.

October 27, 1988

City of Hamilton
Real Estate Department

Att: M. Watson

Purchase of lands for Road Allownce South of Stone Church Rd.
Butler Neighbourhood

Gentlemen:

This is in reply to your request of October 26 concerning the above mentioned purchase.

The purchase and the subsequent installation of services will provide a sewer outlet for most of the east half of the Butler Neighbour and the western parts of Eleanor Neighbourhood. This includes the servicing of the existing houses on Upper Sherman Ave. south of Beaverton and on Eleanor Ave. between Dulgaren and proposed Eaglewood. The installation of the above mentioned sewers would also permit to the Roman Catholic Separate School Board to abandon a temporary sewage pumping station and save associated operating cost.

For the above reasons the development of the said lands is in the public interest regardless of the owner's desire to develop.

K. Brenner

K. Brenner
Planning Manager (Environmental)

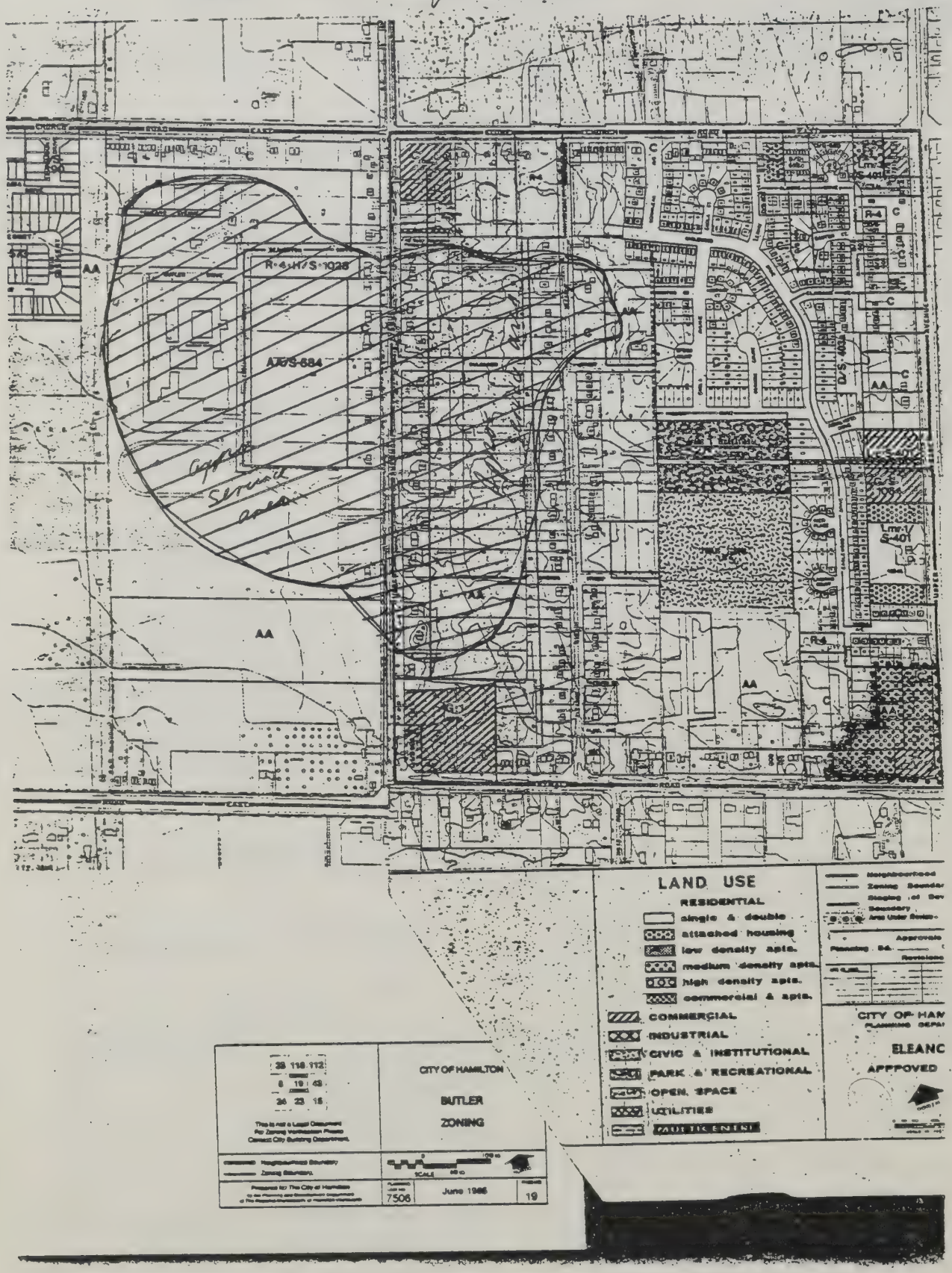
REAL ESTATE DEPARTMENT

Date Oct 28/88.

File No.		INT.	INFO.	ACT
	DIRECTOR			
	ASSIST. DIR.			
	CHIEF APPRAISER			
	PROP. CONT. OFFICER			
	RENTAL AGENT			
	PROPERTY OFFICER			
	SECRETARY			

Approximate area to be serviced

Butler & Eleanor Neighbourhoods



5.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 October 11
COMM FILE: 3-11.5
DEPT FILE: T103-50(698)
ID#0043D (13)

SUBJECT:

Inadvertent Encroachment Agreement
7 Pearl Street North, Hamilton

RECOMMENDATION

That the application of Ryan M. Paquette, Solicitor, on behalf of the present owner of 7 Pearl Street North Hamilton, Jean and Yvonne Despres to retain the inadvertent encroachment consisting of a front porch measuring 10,31' (3.143m) x 2.12' (0.646m), be approved during the pleasure of City Council provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action. interests, claims, demands, costs, damages, expenses ad loss.

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necesssary documents to implement this agreement.

for G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

Cont'd...

Inadvertent Encroachment Agreement
7 Pearl Street North, Hamilton

Cont'd...

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

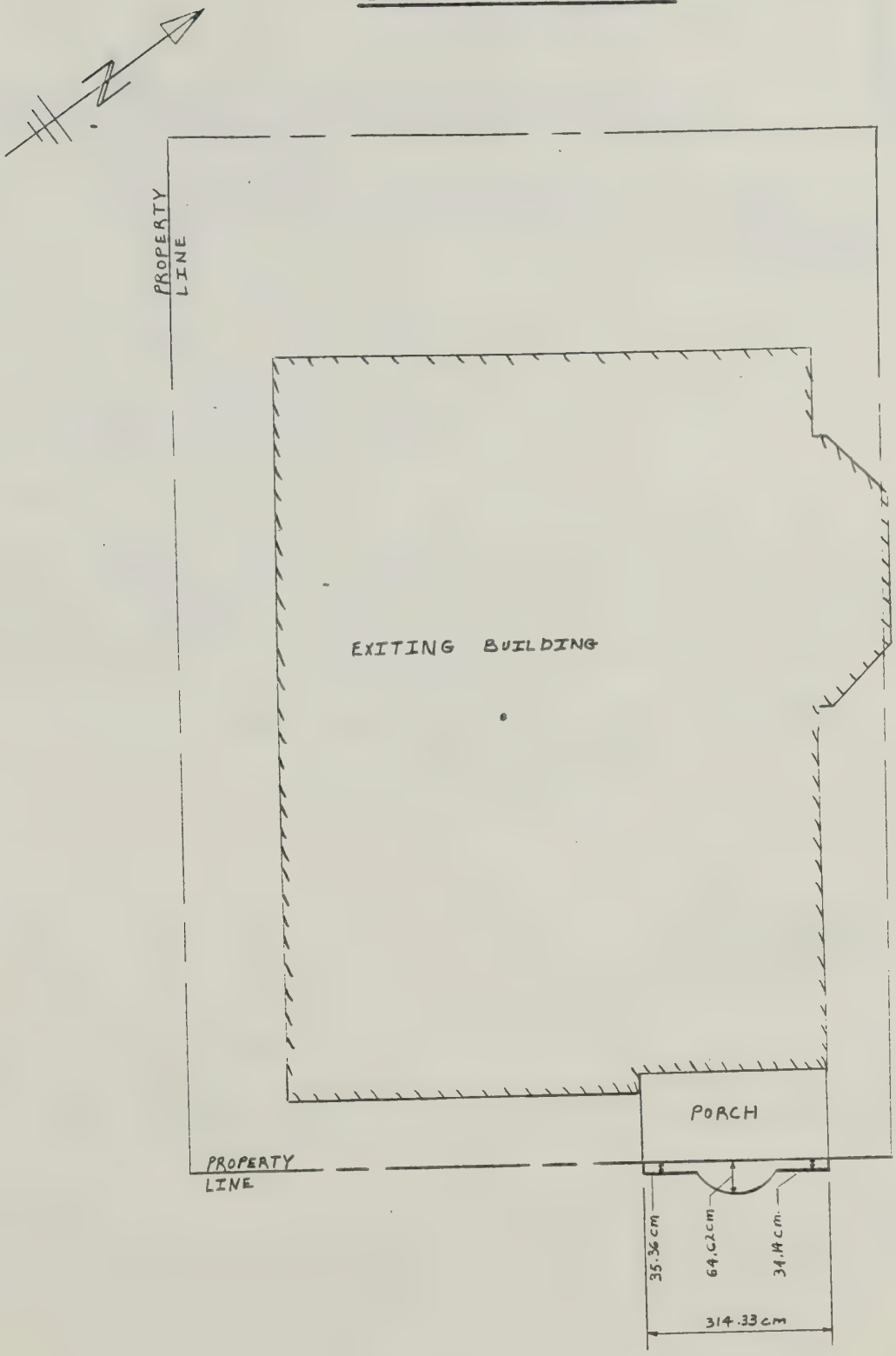
JKC:jd

cc: L. Farr, City Solicitor's Department

SCHEDULE "B"

T103-50(698)

SKETCH OF "WORKS"



#7 PEARL ST N. - PORCH ENCROACHMENT -

* NOTE: THIS IS NOT A PLAN OF SURVEY

6(a)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 October 5
COMM FILE:
DEPT FILE: T103-37
I.D. 0246D(71)

SUBJECT

Banner Display Application
June 12, 1989 to June 18, 1989

RECOMMENDATION

That the "Hamilton International Airshow" be permitted to display a promotional banner across Main Street West, in front of City Hall, from June 12, 1989 to June 18, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

**"15TH HAMILTON INTERNATIONAL AIR SHOW
JUNE 17 & 18
HAMILTON AIRPORT".**

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "Hamilton International Air Show" requesting permission to display a promotional banner across Main Street West, in front of City Hall.

AB/JKC:cab.

c.c. H. Reinhold, Department of Public Works

6(b)

FOR ACTION

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: October 7, 1988
COMM FILE: 3.11-7
DEPT FILE: T103-37
I.D. 0246D(56)

SUBJECT

Banner Display Application
July 3, 1989 to July 10, 1989

RECOMMENDATION

That the "Boris Brott Summer Music Festival" be permitted to display a promotional banner across Main Street West, in front of City Hall, from July 3, 1989 to July 10, 1989 subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"BORIS BROTT SUMMER MUSIC FESTIVAL
JULY 1 - JULY 31st"

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

At its meeting held August 30, 1988, Council approved Item 10 of the Twelfth Report of the Transport and Environment Committee whereby the fee for installing banners was increased to $150.00 from the existing $125.00 fee. This application was received prior to Council approval; therefore, the $125.00 fee is applicable.

BACKGROUND

We have received an application from the "Boris Brott Summer Music Festival" requesting permission to display a promotional banner across Main Street, in front of City Hall.

AB:fd
Encl.

c.c. H. Reinhold, Department of Public Works

6(c)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 October 5
COMM FILE:
DEPT FILE: T103-37
I.D. 0246D(70)

SUBJECT

Banner Display Application
May 15, 1989 to May 21, 1989

RECOMMENDATION

That "Young Drivers of Canada" be permitted to display a promotional banner across Main Street West, in front of City Hall, from May 15, 1989 to May 21, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

**"YOUNG DRIVERS CHAMPIONSHIP
CENTRE MALL, MAY 28TH"**

and displaying the logos of "Young Drivers of Canada", "Chrysler" and "Texaco".

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from "Young Drivers of Canada" requesting permission to display a promotional banner across Main Street West, in front of City Hall.

AB/JKC:cab.

c.c. H. Reinhold, Department of Public Works

6(d)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 October 6
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0043D (18)

SUBJECT:

Banner Display Application
June 19, 1989 to June 26, 1989

RECOMMENDATION

That the "Ottawa Street B.I.A." be permitted to display a promotional banner across Main Street West, in front of City Hall, from June 19, 1989 to June 26, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"4th ANNUAL OTTAWA STREET SIDEWALK FESTIVAL"

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installatin fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from "Ottawa Street B.I.A." requesting permission to display a promotional banner across Main Street, in front of City Hall.

JKC:jd
Attach.

cc: H. Reinhold, Department of Public Works

6(e)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 October 17
COMM FILE: 3-11-7
DEPT FILE: T103-37
I.D. 0246D(82)

SUBJECT

Banner Display Application from
Monday, February 20 to Monday, February 27, 1989.

RECOMMENDATION

That "Junior Achievement of Hamilton-Wentworth" be permitted to display a promotional banner across Main Street West, in front of City Hall, from Monday, February 20 to Monday, February 27, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

**"JUNIOR ACHIEVEMENT WEEK
FEBRUARY 26 - MARCH 4, 1989".**

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from Junior Achievement of Hamilton-Wentworth requesting permission to display a promotional banner across Main Street, in front of City Hall.

AB/JKC:cab.
Encl.

c.c. H. Reinhold, Department of Public Works

6(f)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 October 12
COMM FILE: 3.11-7
DEPT FILE: T103-37
I.D. 0246D(70)

SUBJECT

Banner Display Application
January 29, 1989 to February 6, 1989

RECOMMENDATION

That the "Canadian Home Builders' Association" be permitted to display a promotional banner across Main Street West, in front of City Hall, from January 29, 1989 to February 6, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"WELCOME CANADIAN HOME BUILDERS' ASSOCIATION".

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "Canadian Home Builders' Association" requesting permission to display a promotional banner across Main Street West, in front of City Hall.

AB/JKC:cab.

c.c. H. Reinhold, Department of Public Works

7.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 October 24
COMM FILE: S-11.4
DEPT FILE: S712-13
ID#0043D (24)

SUBJECT:

Land transfers required in connection with "Lillian Heights - Phase 1", Hamilton

RECOMMENDATION

1. That the City accept the deed for Part 2, Plan 62R-9676, a parcel of land south of Rymal Road, east of Upper Gage Avenue, from the Board of Education to the City of Hamilton for one (1) dollar, and;

2. That the City, after receipt of Part 2, Plan 62R-9676, transfer the said parcel to 775973 Ontario Inc., for one (1) dollar for inclusion in Lillian Heights - Phase 1 Subdivision for a road allowance, and;

3. That the City Solicitor be authorized and directed to approve any necessary documentation for these transactions, subject to the Developers Solicitor preparing and subsequently registering all required documentation.

4. The Mayor and Clerk be authorized and directed to execute all required documentation to complete these transactions.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The Developer (779573 Ontario Inc.) has agreed to pay all expenses related to the acquisition and transfer of Part 2, Plan 62R-9676. The actual transfer of the land will be for one (1) dollar.

Continued . . .

"Lillian Heights - Phase 1", Hamilton

Continued . . .

The Real Estate Department staff have agreed that there is no need for the formal "Option to Purchase" documentation as the Board of Education is voluntering to transfer the lands to the Ctiy for one (1) dollar and the Developer is willing to accept the lands for one (1) dollar and establish the subject lands as a public highway on the final plan of subdivision..

BACKGROUND

A request has been received from Mr. John Parente, Solicitor, on behalf of the Developer of Lillian Heights - Phase 1 (779573 Ontario Inc., Clemente Valeri, President) regarding the transfer of lands from the Board of Education to the Developer. The lands are required to establish the Broughton Avenue road allowance to its full width.

Mr. Parent has requested that permission be given for the Board of Education to transfer the subject lands, known as Part 2, Plan 62R-9676, to the City, and then the City transfer the lands directly to the Developer. The Developer is anxious to register his plan of subdivision and this would be the most expedious method of acquiring the lands, to incorporate them into his plan of subdivision and then establish the lands as a public road allowance.

Both the Department of Engineering and the City Real Estate Department have no objection to this transaction, and the Board of Education and the Developer have also agreed in principle to the land exchange, subject to City Council approval.

For the Committee's information, the Developer's lands are included in an approved Draft Plan of Subdivision and the establishment of Broughton Avenue to its full road allowance width is a City requirement in order to finalize the plan of subdivision.

DVC:clc
cc: D. Vyce, Director of Real Estate
cc: K. Rouff, City Solicitor

PLAN OF:

Lillian Heights

phase one

BEING A SUBDIVISION OF

PART OF LOT 12 - CONCESSION 1 - GEOGRAPHIC TOWNSHIP OF GLANFORD

NOW IN THE

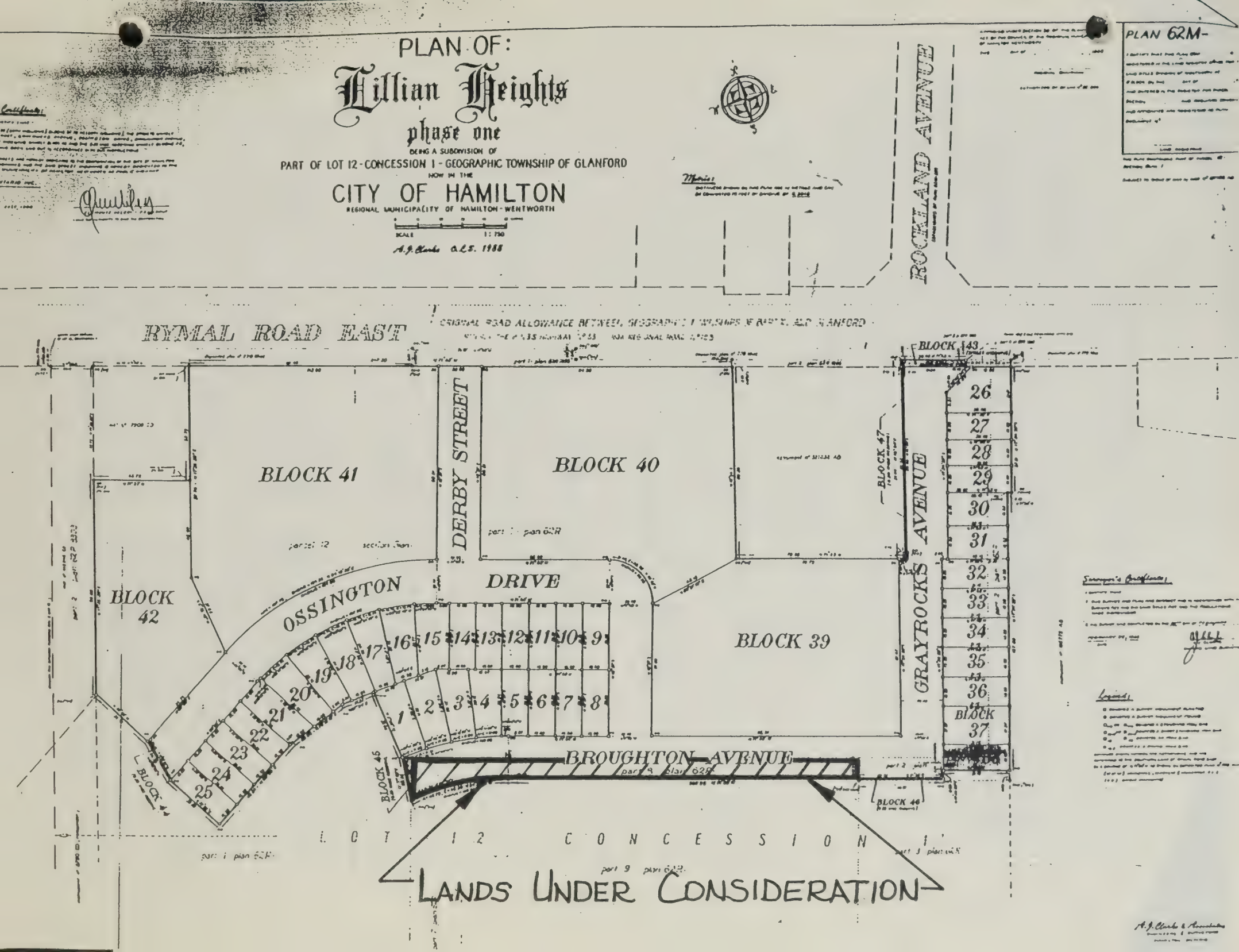
CITY OF HAMILTON

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH

SCALE 1:750

A.J. Clarke O.L.S. 1988

PLAN 62M-



A.J. Clarke & Associates

AGRO, ZAFFIRO, PARENTE, ORZEL, HUBAR & BAKER

BARRISTERS & SOLICITORS

NICHOLAS J. ZAFFIRO, Q.C.
EDWARD J. ORZEL, Q.C.
STANLEY P. JASKOT, B.A., LL.B.
FRANCIS A. DeSANTIS, B.A., LL.B.
IAN P. NEWCOMBE, B.A., LL.B.

JANE A. MILANETTI, B.A., LL.B.
DAVID A. ELLIOT, B.A., LL.B.

JOHN A. PARENTE, Q.C.
MICHAEL L. BAKER, Q.C.

JOHN W. LOGAN, B.A., LL.B.
MICHAEL DALE PARAYESKI, LL.B.
CHARLES P. CRIMINISI, LL.B.
VANDA A. SANTINI, B.A., B.C.L., LL.B.
Z. S. PETE VOLARIC, B.A., LL.B.

COUNSEL: JOHN L. AGRO, Q.C.

JOHN E. MILNE, Q.C. (RETIRED)
WILLIAM J. HUBAR, Q.C. (RETIRED)

TELEPHONE (416) 527-6877
TELECOPIER (416) 527-6843

THIRTY NINTH FLOOR
100 MAIN STREET EAST

MAIL:
P. O. BOX 2069, STATION "A"
HAMILTON, ONTARIO
L8N 3G6

September 22, 1988

City of Hamilton
City Hall
71 Main Street West
Hamilton, Ontario

Attention: Mr. Rick Buckle
Real Estate Department

Dear Sirs:

RE: Lillian Heights Phase 1

I am enclosing herewith a reduced copy of Phase 1 of Lillian Heights Plan of Subdivision which is at the point of registration within the next month or two.

You received an earlier letter from the School Board dealing with the south half of Broughton Avenue lands which are owned by the School Board and which is the subject matter of an Agreement of Purchase and Sale between our clients and the School Board which should receive approval at the Board's October meeting.

Due to the time constraints, having regard to the timing registration of our Plan of Subdivision, we are requesting on behalf of our clients that you obtain Councils' approval to accept a transfer of the property directly from the Board and concurrently transfer the property to our clients to complete the south half of the road allowance for Broughton Avenue which will enable us to achieve an early registration of our Plan of Subdivision.

I wish to confirm my discussion with you at your office on September 15, 1988 to the above fact and it is hoped that early approval from Council can be secured to coincide with the earliest date that the transfer can be secured from the Board.

It would be very much appreciated if you could deal with this matter along the lines of our request and respond as soon as possible in order that the necessary preparations can be made with the Board and the City Solicitor's Department to achieve the desired result which I assume you can detect will be in the best interest of the City having regard to increases in assessments, municipal taxes and the dire need for housing accommodation and in particular the blocks in the Plan of Subdivision which are ear-marked for non-profit housing and/or condominium development.

Yours truly,

JOHN A. PARENTE

JAP:kr
encl.

REAL ESTATE DEPARTMENT

Date Sept 27/78.

File No. 39.1.244	INT.	INFO.	ACT
DIRECTOR			
ASSIST. DIR.			
✓ CHIEF APPRAISER			
PROP. CONT. OFFICER			
RENTAL AGENT			
PROPERTY OFFICER			
Rick			✓
SECRETARY			

8.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 October 24
COMM FILE: TEC-207-88
DEPT FILE: 3-9.1

SUBJECT:

18 Nightingale Street - Request for a Reserved Permit Parking Space for a Handicapped Resident.

RECOMMENDATION:

a) That, in combination with the existing "Alternate Side Parking" regulation, a "Permit Parking" regulation be implemented on the south side of Nightingale Street commencing 172 feet east of the east curb line of Steven Street and extending to a point 20 feet easterly therefrom, and on the north side of Nightingale Street commencing 167 feet east of the east curb line of Steven St. and extending to a point 20 feet easterly therefrom; and,

b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Carmen D'Antonio, 18 Nightingale Street; and

c) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

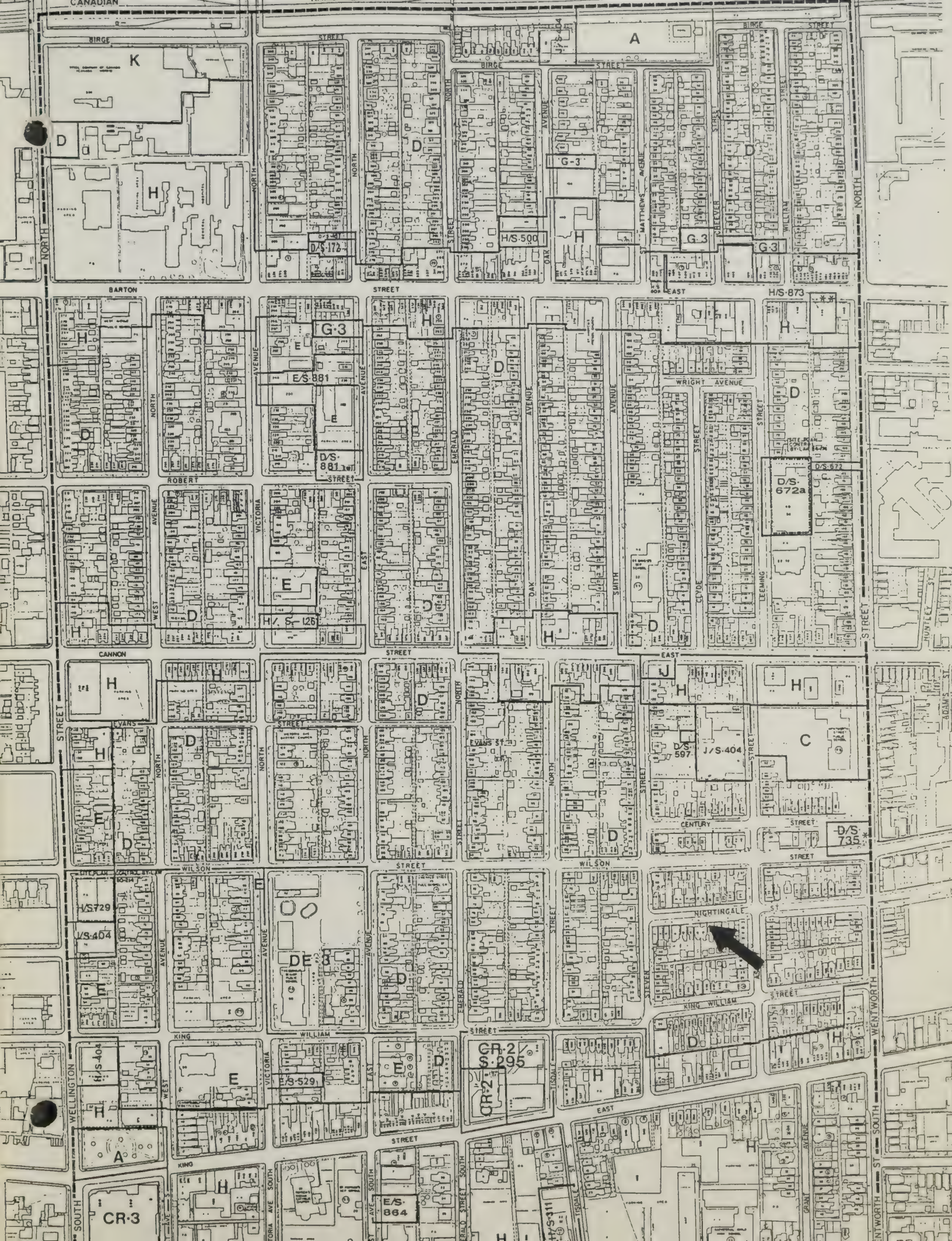
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the $1.00 per month charge for the permit will off-set the cost to some degree.

BACKGROUND:

Alderman Pat Valeriano has forwarded a request from Mr. Carmen D'Antonio, 18 Nightingale Street, that a reserved permit parking space be designated on the street in front of his home, since his wife is handicapped. Presently, there is an "Alternate Side Parking" regulation on Nightingale Street in this area.

Therefore, in accordance with the City Council directive, one reserved parking space must be designated on each side of the street, so that the applicant has a reserved parking space on a year round basis. Because of the location of a fire hydrant the reserved space on Mr. D'Antonio's side of the street would be signed partially in front of a neighbouring residential property. Therefore, the applicant has provided the Traffic Department with a letter signed by his neighbours immediately adjacent to and across from his home, stating that they have no objection to the implementation of a reserved space at these locations.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mr. Carmen D'Antonio posses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.


CANADIAN
BIRGE
STREET
A
K
D
H
NORTH
D/S-172
H/S-500
G-3
H
G-3
G-3
BARTON
EAST
H/S-873
H
G-3
E
E/S-881
E
D/S-881
ROBERT
EMERALD
AVENUE
D
WRIGHT
D/S-672
D/S-672a
H
VICTORIA
WEST
E
H/S-126
CANNON
OAK
SMITH
SLYDE
LEEMING
HUNTLEY
H
H
EVANS
D
D/S-597
J/S-404
C
CENTURY
D/S-735
WILSON
H/S-729
H/S-404
DE
NIGHTINGALE
SIMCOE
KING WILLIAM
KING
WILLIAM
CR-2
S-295
CR-2
H/S-404
E
E/S-529
H
A
WELLINGTON
TISDALE
H
H
CR-3
E/S-864
H/S-311
WENTWORTH
GRANT
SOUTH

9.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 October 18
COMM FILE: TEC-214-88
DEPT FILE: 3-10.9

SUBJECT:

Building at No. 23 Sanford Avenue South - Application for a Time Limit Exemption Permit.

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first four applicants residing in the building at No. 23 Sanford Avenue South.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There is a potential for $8.00 in revenue each month from the sale of parking permits to residents at 23 Sanford Avenue South.

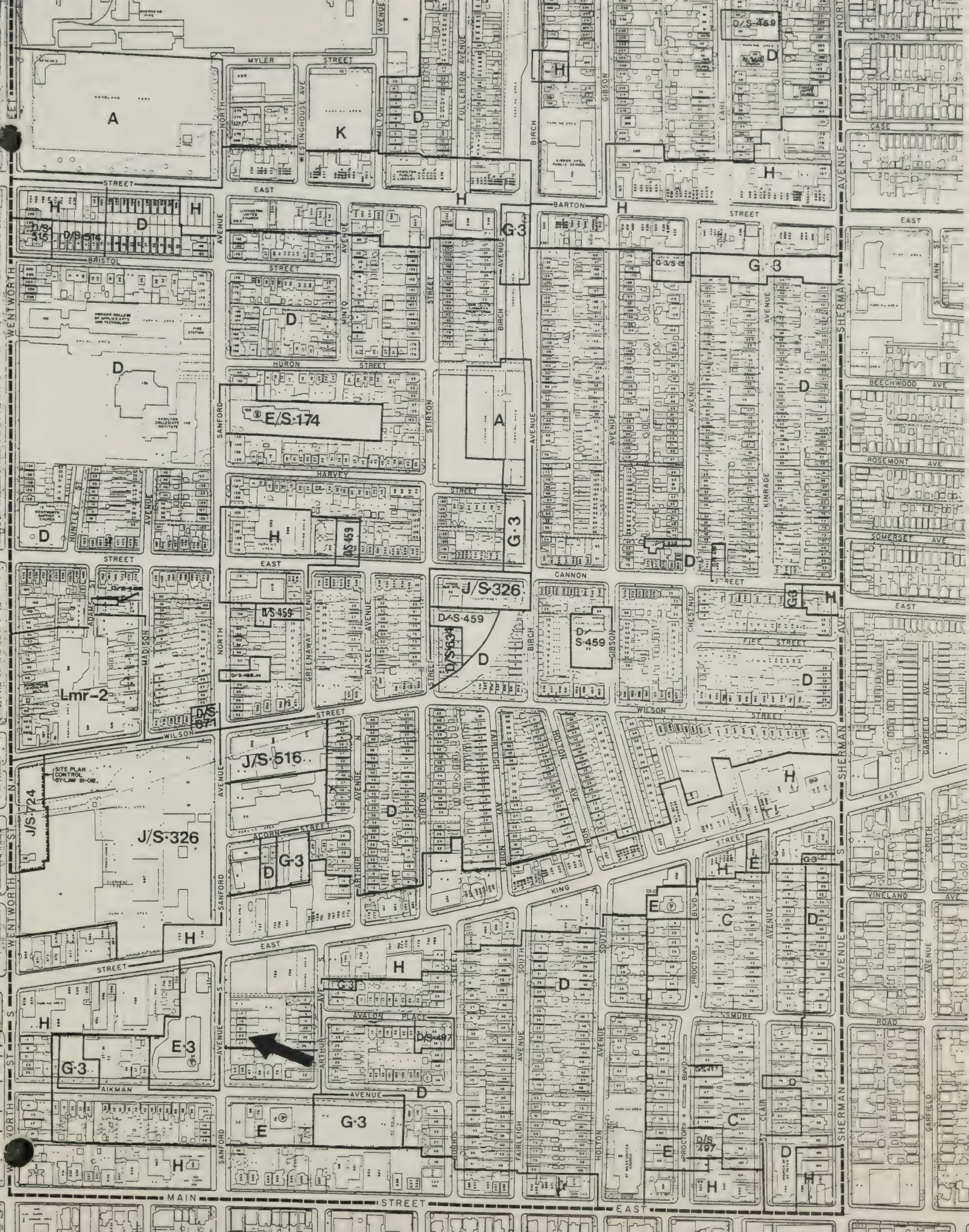
BACKGROUND:

The Traffic Department has received a request from a resident of the apartment building at No. 23 Sanford Avenue South, that time limit exemption permits be issued to residents of this building. The building is located on the east side of Sanford Avenue South, just north of Aikman Avenue, and the applicant has indicated that he wishes to park his vehicle in the "Three Hour Parking Time Limit" regulation on Aikman Avenue.

Investigations reveal that there are four dwelling units in the subject building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Sanford Avenue South in this area consist generally of single family homes.

Periodic observations reveal that Aikman Avenue is moderately parked during the day, and since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally non-resident short-term parking. Thus, the issuance of time limit exemption permits to residents of this building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of five off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of five off-street parking spaces in accordance with the current Zoning By-law requirements. However, it would be appropriate to issue a maximum of four parking permits (one permit per dwelling unit) to the residents of this building, on a first come first served basis.


MYLER STREET
EAST
BARTON STREET EAST
BRISTOL STREET
HURON STREET
HARVEY STREET
CANNON STREET EAST
WILSON STREET
KING STREET EAST
MAIN STREET EAST
AIKMAN AVENUE
ACORN STREET
AVALON PLACE
FIFTY STREET
VINELAND AVENUE
ROSEMONT AVE
BEECHWOOD AVE
SOMERSET AVE
CASE ST
CLINTON ST
WENTWORTH ST N
SHERMAN AVE N
SANFORD AVENUE N
SANFORD AVENUE S
WENTWORTH ST S
SHERMAN AVE S
E/S-174
J/S-326
J/S-516
J/S-724
Lmr-2
D/S-459
D/S-497
D/S-671
SITE PLAN CONTROL BY-LAW 81-102
A
K
D
H
G-3
E-3
C
E
BIRCH AVENUE
FULLERTON AVENUE
GIBSON AVENUE
KINRADE AVENUE
STIRTON AVENUE
HOLTON AVE
PROCTOR BLVD
ST CLAIR AVE

FOR ACTION

10.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 October 18
COMM FILE: TEC-228-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Melbourne Street and Poulette Street - Intersection Control.

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Melbourne Street and Poulette Street.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

The installation of stop signs on Melbourne Street at Poulette Street would result in increased motor vehicle operating costs in the order of $10,000 annually.

BACKGROUND:

Alderman Terry Cooke has asked the Traffic Department to report to the Transport and Environment Committee respecting the possibility of implementing three-way stop control at the intersection of Melbourne Street and Poulette Street to control the speed of traffic on Melbourne. The Traffic Department has investigated this matter, and has the following report:

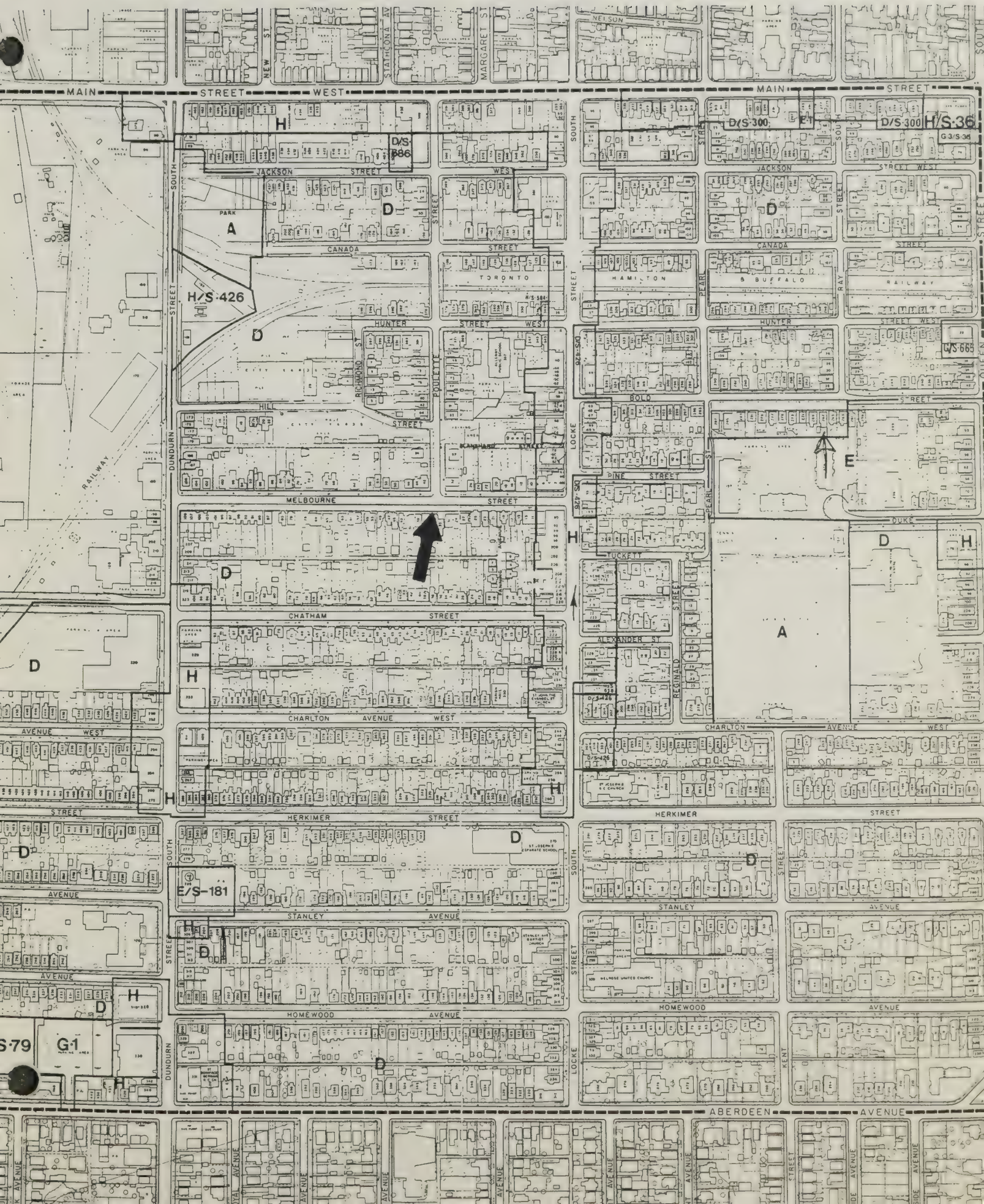
The intersection of Melbourne Street and Poulette Street is a "T" type intersection, and presently, southbound traffic on Poulette Street is required to stop for eastbound and westbound traffic on Melbourne Street. Traffic Department records indicate that in the past five years, this intersection has experienced only one motor vehicle collision, and this collision could not have been prevented with the implementation of stop control at this intersection. This is a relatively good collision rate for this type of intersection.

Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device.

Experience with attempting to stop motorists on the through roadway at a "T" type intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location and are not looking for stop signs, and the violation rate has been found to be relatively high. In this particular case, the erection of stop signs on Melbourne at Poulette could lead to a more serious condition, if pedestrians crossing the street expect the motorist to come to a stop, and the motorist, for whatever reason, fails to stop for the stop sign.

The Traffic Department uses certain criteria to determine when all direction stop control should be utilized at an intersection, because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, past accident record, and to severe visibility obstructions which make it necessary for all vehicles to stop. None of these criteria are met at this intersection at this time.

For the above reasons, the Traffic Department does not concur with the request for a three-way stop control at the intersection of Melbourne Street and Poulette Street.


MAIN STREET WEST
MAIN STREET
NELSON ST
NEW ST
STATHCONA AV
MARGARET ST
JACKSON STREET WEST
JACKSON STREET
CANADA STREET
TORONTO
HAMILTON
BUFFALO
RAILWAY
HUNTER STREET WEST
HUNTER STREET
HILL STREET
BOLD STREET
PINE STREET
DUKE STREET
TUCKETT
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN AVENUE
DUNDURN SOUTH
LOCKE SOUTH
PEARL STREET
RAY STREET
KENT STREET
RICHMOND ST
POUCETTE STREET
REGINALD STREET
ALEXANDER ST
RAILWAY
PARK
D/S-300
H/S-36
G-3/S-36
H/S-426
D/S-586
D/S-665
D/S-426
E/S-181
G-1
S-79

FOR ACTION

12.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 October 26
COMM FILE:
DEPT FILE: TEC-231-88

SUBJECT: U-shaped Alley running northerly from MacAuley Street in the block between James Street and Hughson Street- One Way Operation.

RECOMMENDATION:

a) That the U-shaped alley running northerly from MacAuley Street in the block between James Street North and Hughson Street North be operated one-way in the counter clockwise direction.

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

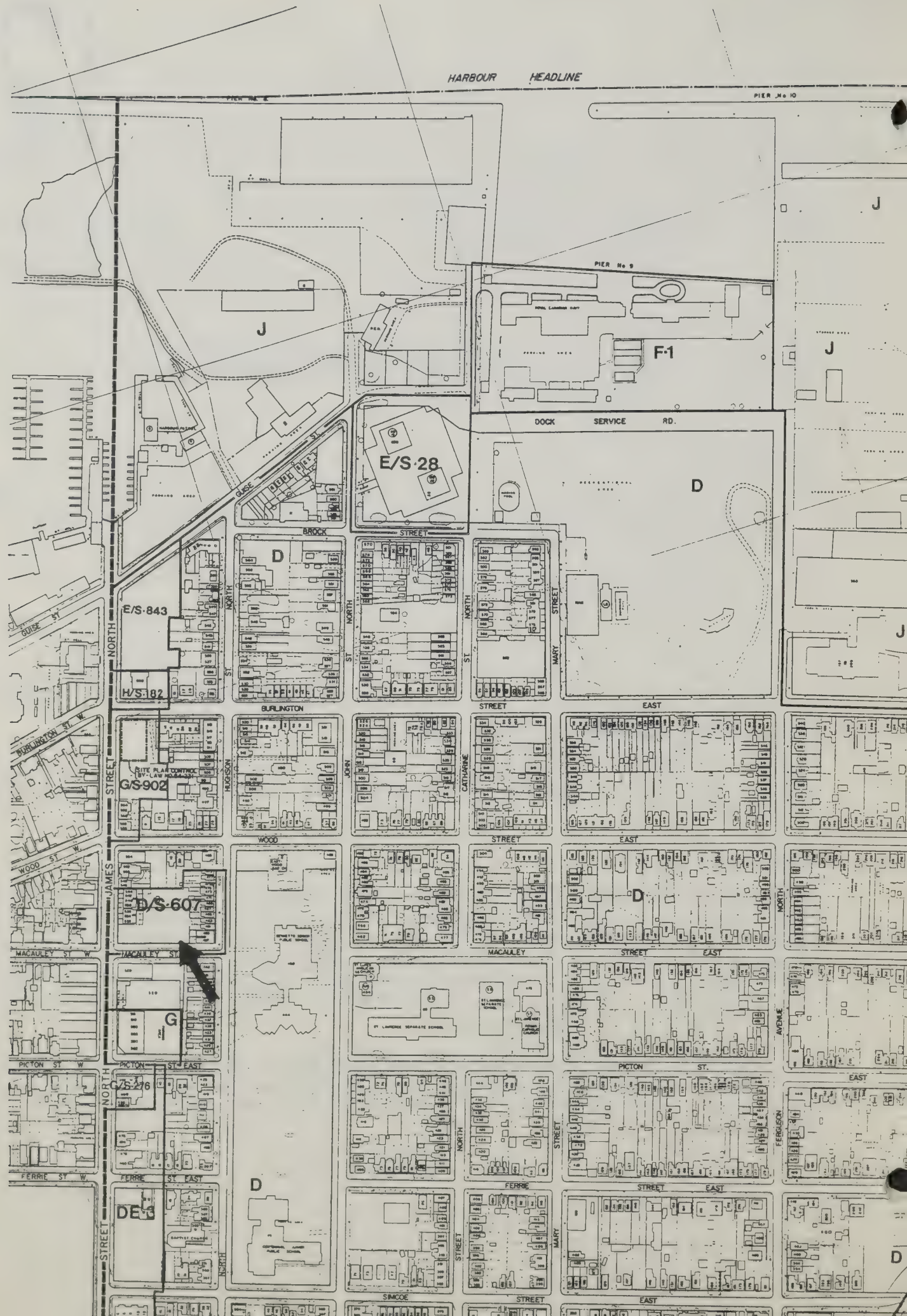
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required one-way arrows.

BACKGROUND:

A number of years ago, the City established a public alley running northerly from MacAuley Street on lands which had been cleared for urban renewal purposes. The alley was established at that time to serve the rear of properties fronting on James Street North and Hughson Street North, and to serve, in the future, the lands enclosed within the U-shaped alley when these lands developed. The alley was established at a width of only 15 feet, which is appropriate for one-way operation.

The developer is now proceeding with the development of the lands included in the U-shaped alley, and a feature of the plan requires the one-way operation of the alley. Therefore, it is recommended that the one-way operation be implemented at this time.


HARBOUR HEADLINE
PIER No 8
PIER No 9
PIER No 10
DOCK SERVICE RD.
J
F-1
E/S-28
D
E/S-843
H/S-82
G/S-902
D/S-607
G/S-276
DE-3
G
GUISE ST.
BROCK STREET
BURLINGTON STREET
WOOD STREET
MACAULEY STREET
PICTON ST.
FERRIE STREET
SIMCOE STREET
EAST
WEST
NORTH
JAMES STREET NORTH
HUGHSON STREET NORTH
JOHN STREET NORTH
CATHARINE STREET NORTH
MARY STREET
FERGUSON AVENUE
ST. LAWRENCE SEPARATE SCHOOL
SITE PLAN CONTROL BY-LAW NO. 84-321

13.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1988 October 27
COMM FILE:
DEPT FILE: 88-1035

SUBJECT: Diversion Credit to Third Sector Employment Enterprises

RECOMMENDATION:

1. That the Federal Government - Ministry of Employment and Immigration be requested to continue its contribution to Hamilton-Wentworth Third Sector Youth Employment Program. Reference No. 5344 UL7 for as long as the Youth Employment Program continues.

2. That the other area municipalities and the Region of Hamilton-Wentworth be appraised of this request to the Federal Government and that they likewise request the Federal Government to continue its support for recycling.

3. That the Region of Hamilton-Wentworth evolve a more proactive participation in recycling by increasing its diversion credit to Third Sector Employment Enterprises as the direct benefits of recycling-reduced demand on landfill sites, benefits the Region.

4. That Third Sector Employment Enterprises be requested to estimate a 5 year capital budget and a 5 year current budget recognizing that such budgets are susceptible to change.

5. That provision for the diversion credit be included in the 1989 Current Budget.

J.G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Without Federal funding, the City of Hamilton's (municipal) annual contribution to recycling will increase from $46,400 in 1988 to $111,500 in 1989.

Every effort is being made to increase the amount of recycling by all levels of Government and Third Sector Employment Enterprises' operation is expanding rapidly, with NO indication that there will be a continuous support in the form of subsidy from the Federal Government.

BACKGROUND:

Anticipating the current budget preparations, Third Sector was asked to project the anticipated municipal contributions for 1989. In a recent letter, Third Sector advised that without Federal Funding:

1. the diversion credit would double
   from $4.50/tonne to $9.63/tonne of recyclable material

2. the annual municipal contribution would triple
   from $46,400 to $111,500

Subsequent to their original request, a Senior Project Officer at a meeting on Friday, October 14, 1988 confirmed that the Federal Government will meet their obligation to fund Third Sector's Youth Employment Program next year; April 1989 to March 1990.

Furthermore, after 5 years, in 1992, Provincial (M.O.E.) contributions are not expected in accordance with present Provincial guidelines.

3. for 1988 there will be a deficit of approximately $175,000 and Third Sector is asking the municipalities to cover this deficit. The City of Hamilton's contribution would be approximately $65,000.

In 1987 the City of Hamilton contributed the following sums to recycling.

ADVERTISING	$ 2,466.00
DIVERSION CREDIT	$ 22,495.46
BLUE BOXES	$ 47,475.90
CAPITAL EQUIPMENT	$ 35,433.19
TOTAL	$107,870.55

With the introduction of blue boxes, an increase in the volume of recyclable materials was anticipated. This increase in the volume partially reflects in the tripling of the municipal contribution from $46,400 to $111,500.

A complete withdrawal of Federal and Provincial contributions from these programs will leave the sole source of revenues to the Region, the Area Municipalities and the sale of recyclable materials. Attached, for information, are the various sources of revenue, by year, as a percentage of the total revenues.

JGP/jdh
Attach.

cc L. Sage, Chief Administrative Officer
D. Lobo, Manager of Streets and Sanitation
D. Heintz, Project Maintenance Engineer
S. Spencer, Commissioner of Engineering

THIRD SECTOR EMPLOYMENT ENTERPRISES

-SOURCES OF REVENUE

	1983	1984	1985	1986	1987	1988
FEDERAL CONTRIBUTION	51.02 $178,000	45.65 $172,000	54.29 $300,000	53.00 $378,500	31.10 $350,000	UNKNOWN *
PROVINCIAL (M.O.E.) CONTRIBUTION	0	0	0	0	14.00	30.00**
SALES/COLLECTION	37.49	41.74	36.83	41.28	40.80	67.90
(MUNICIPAL)	-	-	(0.975)	(2.355)	(2.6)	(7.45)
(REGIONAL)	-	-	(0.975)	(2.355)	(2.6)	(7.45)
REGIONAL (SOCIAL SERVICES) GRANTS	6.84	6.67	4.76	3.83	2.50	1.39
DONATIONS	3.28	3.94	3.31	1.66	1.80	.93
INTEREST	1.78	2.00	.81	.23	.40	
CAPITAL GRANTS					9.40	
TOTAL	100.36	100.00	100.00	100.00	100.00	
	$348,900	$375,834	$552,581	$714,267	$1,128,011	$2,160,168
% INCREASES OVER PREVIOUS YEAR		8%	47%	29%	58%	92%

* Federal government has indicated a willingness to meet their obligation in funding Third Sector Employment Enterprises next year April 1989 to March 1990.

**Provincial Government (M.O.E.) contribution are presently limited only to a 5 year program.

14(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. K. A. Rouff
City Solicitor

DATE: 1988 October 18
COMM FILE:
DEPT FILE: 110-2.244

SUBJECT: By-law respecting construction of local improvements of a concrete sidewalk and curb on the west side of Adeline Avenue between Barton Street and Mahoney Avenue as described in Schedule "A" hereto- $49,700.00

RECOMMENDATION:

That City Council enact the attached By-law on November 8, 1988 in accordance with the authorization contained in Item 7 of the 14th Report of the Executive Committee, adopted by City Council on June 28, 1988.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on June 28, 1988, in adopting the above-mentioned resolution, subject to the Ontario Municipal Board's approval to the financing of the work. On Wednesday, September 7, 1988, the Ontario Municipal Board's Order No. E881219 was granted.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk

c.c. Mr. E. C. Matthews, City Treasurer
Attn: Mr. Grant Keith

:sr
Att.

14(b)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. K. A. Rouff
City Solicitor

DATE: 1988 October 17
COMM FILE:
DEPT FILE: 110-2.245

SUBJECT: By-law respecting construction of local improvements of a concrete sidewalk on Stone Church Road West in the vicinity of Upper Paradise Road as described in Schedule "A" hereto - $24,500.00

RECOMMENDATION:

That City Council enact the attached By-law on November 8, 1988 in accordance with the authorization contained in Item 5 of the 14th Report of the Executive Committee, adopted by City Council on June 28, 1988.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on June 28, 1988, in adopting the above-mentioned resolution, subject to the Ontario Municipal Board's approval to the financing of the work. On Wednesday, September 7, 1988, the Ontario Municipal Board's Order No. E881218 was granted.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. L. Franco
Attn: Mr. R. Meiers
c.c. Mr. E. A. Simpson, City Clerk
c.c. Mr. E. C. Matthews, City Treasurer
Attn: Mr. Grant Keith
Attn: Mr. T. Bradbury
:sr
Att.

We would like to know what the rationale, other than discrimination, for this no parking restriction is, as it doesn't affect any other residents other than those residing at 194 Southbend Road East. We also request what information the few residents who have signed the petition were given to support this change. We trust that the Committee has previously requested these clarifications and did not consider personal benefit to the residents of 144 David Street to be suitable justification for rescinding a parking privilege.

We find it utterly amazing that the residents who requested this change have had an opportunity to present their concerns even though it doesn't even affect the parking of their vehicles, but the residents whom it affects have not been extended the same courtesy. We also find it appalling that the residents who have been affected by this change were not notified of the meeting where this issue was going to be discussed, especially since previous conversations have taken place with staff at City Hall who gave assurance that indeed this would not occur.

Therefore, we request that this item be brought forward on the agenda of the next meeting of the Traffic Committee so that the no parking restriction can be lifted to permit the parking of our vehicles in this area. If necessary we would be prepared to present our concerns as this meeting.

Sincerely,

Cheryl Lee G. Lee Marianne Lee

Lawrence Lee

Lawrence, Marianne, Cheryl and Gregory Lee

/ml
cc B. Morrow, Mayor

CA4 ON HBLA05
C5ITE

Urban Municipal
Collections
Public Library

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK

L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1988 November 30

N O T I C E O F M E E T I N G

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1988 December 05
2:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

A G E N D A:

1. Minutes of the Monday, October 31, 1988 meeting of the Transport and Environment Committee

DIRECTOR OF PUBLIC WORKS

2. Garbage Collection in Alleys

3. Additional funding required by Third Sector

CANADIAN FOOTBALL HALL OF FAME 25 YEARS 1963-1988 HAMILTON

MANAGER OF PURCHASING

4. Rental of Snow Removal Equipment and Labour, Public Works Department

5. Supply and Delivery of Screened Sand, Treated and Untreated

6. Supply and Delivery of Sodium Chloride

7. Salt Silos - District 2 - Ferguson Yard

DIRECTOR OF PROPERTY

8. Ontario Hydro Purchase from City for Underground Cable Easement

9. Sale of Residential Building Lots by Tender Upper Gage Avenue and Elmore Drive

CITY SOLICITOR

10. Garbage Collection Agreement 515 Queen Victoria Drive David Fong and Alice Fong

11. Garbage Collection Agreement Applegarth Co-operative Homes Inc. 48 Caroga Court

12. Garbage Collection Agreement Los Andes of Hamilton Co-operative Inc. 605 Stone Church Road East

COMMISSIONER OF ENGINEERING

13. Lake Park Point Subdivision - Deletion of Sidewalks

14. To Incorporate Certain City Lands into Brigade Drive

15. **Inadvertent Encroachment Agreement**

    (a) 355-359 Cannon Street East

    (b) 66 Argyle Avenue

    (c) 220 Emerald Street North

    (d) 1123 Main Street East

16. **Banner Display Application**

    (a) Canadian Diabetes Association - Hamilton District Branch - November 13, 1989 to November 20, 1989

    (b) Hamilton Boat Show - February 13, 1989 to February 20. 1989

(c) City of Hamilton Public Works Department - December 11 to December 25, 1989

(d) Easter Seals Committee 1989 - March 13, 1989 to March 20, 1989

17. Temporary Change of Depew Street Between Burlington Street and Gertrude Street from Two-way to One-way South Dofasco Christmas Party - Sunday, December 18, 1988

18. Construction of an Independent Concrete Sidewalk on the East Side of Sanatorium Road from Scenic Drive to Bendamere Avenue and Modifications to the Roadway and Sidewalk in the Bus Bay Area Approximately 150m North of Rice Avenue and Sanatorium Road Intersection.

19. **Subdivision Agreement**

(a) Funding for curb replacement and repairs to existing City Curb at "Hillside Terrace - Phase 2", Subdivision Agreement, Hamilton

(b) Additional Cost Sharing - "Leggett Crescent" - Subdivision Agreement, Hamilton

(c) Severance Application H-150-88, Upper Wellington Street, Hamilton

(d) Clerico Court, Hamilton

(e) Additional Funding for "Paradise Green" Subdivision, Hamilton

20. Riverdale East Neighbourhood Road Access Increased Costs

21. Storm Drainage Projects

22. Report on City's "Flat Rate" fee for Services adjacent to 0.3 m Reserves

23. 1989-1993 Capital Budget - Transportation Services

DIRECTOR OF TRAFFIC

24. No. 25 Lincoln Street - Reserved Permit Parking Space

25. West Side of East 25th Street, south of Franklin Road - Request for School Bus Loading Zone

26. **Request for a School Traffic Officer**

(a) Intersection of King Street West and Strathcona Avenue

(b) Intersection of Main Street East and Sherman Avenue

(c) Intersection of Charlton Avenue and Walnut Street

27. Parking Regulations

(a) North Side of Bendamere Avenue between West 32nd and West 34th Streets

(b) South Side of Angela Avenue between West 33rd and West 35th Streets

(c) No. 72 East 32nd Street

(d) East Side of Brigadoon Drive between Golden Orchard Drive and Grenoble Road

(e) North Side of Sanders Boulevard east of Daleview Court

(f) Rosedale Avenue between Lawrence Road and Greenhill Avenue

(g) Cochrane Road between Lawrence Road and Greenhill Avenue

(h) Oxford Street between York Boulevard and Barton Street West

(i) South side of Southpark Avenue, east of Upper Wentworth Street

28. Intersection Control

(a) Ninth Avenue between Upper Gage Avenue and Upper Ottawa Street

(b) Courtland Avenue

(c) Duff Court and West 2nd/Duff Street

(d) Augusta Street and Catharine Street

(e) Torlake Street and Templemead Drive, Torlake Street and Tunbridge Crescent and Templemead Drive and Silverton Drive

(f) Franklin Avenue and Paradise Road North

(g) Elmira Drive and Elora Drive

(h) Argo Street and San Remo Drive

(i) Stanlow Crescent and Greenshire Drive

(j) King Street West and Haddon Avenue

(k) Southpark and Charing Drive

BILLS

29. (a) Proposed expropriation to extend Bow Valley Drive and Highridge Avenue

(b) By-law respecting construction of local improvements of a concrete sidewalk on the east side of Lake Avenue between Huckleberry Drive and Delawana Drive

(c) By-law to authorize additional expenditures respecting the construction of local improvements of a concrete alley in the block bounded by Main Street, Kenilworth Avenue, Dunsmure Road and Crosthwaite Avenue

(d) By-law to incorporate Parts 18, 19, 20 and 21, Plan 62R-8070 into Independence Drive

(e) By-law to incorporate Blocks 36, 39, 40 and 41, Plan 62M-425 and Block 41, Plan 62M-495 into Crerar Drive

(f) By-law to incorporate Part 1, Plan 62R-9557 into Mount Pleasant Drive

(g) By-law to incorporate Block "C", Plan 1437 into Montmorency Court

(h) By-law to incorporate Block 91, Plan 62M-511 into DiCenzo Drive

(i) By-law to incorporate Block 43, Plan 62M-495 into Merilee Crescent

(j) By-law to incorporate Block 25, Plan 62M-423 into Templemead Drive

(k) By-law to incorporate Block 20, Plan 62M-471 into Quincy Court

(l) By-law to incorporate Blocks 21 and 22, Plan 62M-505 into Rockland Avenue

(m) By-law to incorporate Block 17, Plan 62M-469 and Block 63, Plan 62M-517 into Kordun Street

(n) By-law to incorporate Part 5, Plan 62R-4626 and Block 10, Plan 62M-412 into Leggett Crescent

(o) By-law to incorporate Block 31, Plan 62M-392 and Block "D", Plan 1437 into Montmorency Drive

(p) By-law to incorporate Block 20, Plan 62M-382 into Southpark Avenue

(q) By-law to incorporate Parts 10, 11, 12, 13, 14, 15, 16 and 17, Plan 62R-8070 into Templemead Drive

(r) By-law to incorporate Block 123, Plan 62M-516 into Brigade Drive

(s) By-law to incorporate Part 1, Plan 62R-9471; Part 4, Plan 62R-9557; Blocks 51 and 53, Plan 62M-484; and Block 20, Plan 62M-505 into Templemead Drive

(t) By-law to incorporate Part 36, Plan 62M-434 and Block 17, Plan 62M-479 into Carriage Drive

DELEGATIONS

30. (a) Extension of corner clearance - East side of David Avenue, south of South Bend Road

(b) Proposed Alley Closure - East-West Alleyway, First North of Barton, West of Wellington to West Limits of 221 Barton Street East

(c) Proposed Closure of Old Nash Road between Brampton Street and Nash Road

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Increasing numbers School Traffic Officers	Jan 04/88	Mrs. Buist	Report Pending
2.	Increasing amount of road re-construction	Jan 04/88	Mr. Spencer	Report Pending
3.	Strathcona Avenue and Florence Street - School Traffic Officer	Jan 18/88	Alderman Kiss	Tabled until further notice - Alderman Kiss
4.	How S.T.O. Studies are Conducted	Jan 18/88	Mrs. Buist	Report Pending
5.	Speed of Trains	Feb 15/88	Council	Tabled by Council January 27, 1987
6.	Alternate Locations to hang banners	Feb 29/88	Mr. Spencer	Report Pending
7.	Local Improvement rates for alleys	April 18/88	Ald. Valeriano	Tabled until Alderman Valeriano approach Province
8.	Petition forms - Standardization	Sept. 19/88	Mr. Main	Report to follow
9.	Policy re: Sidewalks in New Subdivisions	Sept. 19/88	Mr. Spencer	Report to follow
10.	267 Bold Street - request to remove parking	Oct 03/88	Alderman Kiss	Report to follow after Alderman Kiss meets with Mrs. Trigiani
11.	Crescent Oil Company	Oct 31/88	Mr. Pavelka	Report to follow
12.	Snow Clearing charges from sidewalks	Sept 19/88	Mr. Pavelka	Report to follow

1.

Monday, October 31, 1988
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman G. Copps, Vice Chairman
Mayor R. Morrow
Alderman M. Kiss
Alderman V. Agro
Alderman D. Agostino
Alderman P. Cowell
Alderman T. Murray

Also Present: Alderman T. Cooke
Mr. J. Pavelka, Director of Public Works
Mr. Mr. M. Main, Director of Traffic
Mr. M. Watson, Property Department
Mr. G. Aston, Engineering Department
Mr. T. Bradley, Manager of Purchasing
Mr. G. Lake, Regional Laboratory
Mr. K. A. Rouff, City Solicitor
Mr. B. Loreto, City Solicitor
Mrs. Bernice Price, Hamilton Safety Council
Alderman T. Cooke

Regrets: Alderman P. Valeriano

Canadian Pacific Ltd.

The Committee was in receipt of a memo from the City Solicitor which requested instructions as to the course of action that should be taken with respect to Canadian Pacific Limited's proposed abandonment of the operation of lines between Hamilton and Brantford and between Brantford and Simcoe.

Mr. Rouff suggested that the Committee may wish to consider the effect that the proposed abandonment of these railway lines would have on the level of freight rail service to industries and businesses in the City of Hamilton.

After considerable discussion it was moved by Alderman Cowell seconded by Alderman Agro that the Solicitor be directed to file an objection with the proper authorities and request additional time to permit staff to survey local business and industries, prepare a report on the investigation and report back to the Committee with an appropriate recommendation. Carried.

Minutes

The Minutes of the Monday, October 17, 1988 meeting of the Transport and Environment Committee were amended to show Mrs. instead of Mr. Bernice Price and Mrs. instead of Mr. Wilson.

Electrical Services for the Brampton Yard

The Committee approved the following recommendation of the Manager of Purchasing respecting electrical services for the Brampton Yard:

> That a purchase order be issued to Shersdale Inc., o/a Electrical Maintenance Services, Hamilton in the amount of $11 810 to provide Electrical Services, Brampton Yard, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.
>
> **NOTE:** Only tender received. Funds provided in Construction of Brampton Yard Account No. 0364-9819.

Supply and Delivery of Sign Blanks during 1988

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Sign Blanks during 1988:

That a purchase order be issued to Owl-Lite Signs Inc., Rexdale, for the supply and delivery of Sign Blanks as and when required during 1988 for the Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.
NOTE: Lowest acceptable of four (4) tenders received. Funds provided in Stock Materials-Signals Account No. 0394-3325.

564 and 570 Stone Church Road East for Roadway purposes

The Committee approved the following recommendation of the Director of Property respecting the purchase of part of 564 and 570 Stone Church Road East for Roadway purposes:

- That the Director of Property be authorized to acquire lands (part of Lot 9, Concession 8 comprising approximately 16,257 square feet) from the owners of 564 and 570 Stone Church Road East which are required for roadway purposes (Acadia Drive and Butler Drive) for the Aquino Gardens draft plan of subdivision, in order to implement the approved Butler Neighbourhood Plan.

Inadvertent Encroachment Agreement - 7 Pearl Street North, Hamilton

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement for 7 Pearl Street North, Hamilton:

That the application of Ryan M. Paquette, Solicitor, on behalf of the present owner of 7 Pearl Street North Hamilton, Jean and Yvonne Despres, to retain the inadvertent encroachment consisting of a front porch measuring 10.31' (3.143m) x 2.12' (0.646m), be approved during the pleasure of City Council provided:

(a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That a first year fee of $125, and subsequent annual fee of $20 be set for this privilege.

(c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

Banner Displays

The Committee approved the following applications for Banner Displays across Main Street:

(a) 15th Hamilton International Air Show Hamilton Air Port - June 12, 1989 to June 18, 1989, date of report October 05, 1988, File No. T103-37

(b) Boris Brott Summer Music Festival - July 03, 1989 to July 10, 1989, date of report October 07, 1988, File No. T103-37

(c) Young Drivers Championship Centre Mall - May 15, 1989 to May 21, 1989, date of report October 05, 1988, File No. T103-37

(d) 4th Annual Ottawa Street Sidewalk Festival - June 19, 1989 to June 26, 1989, date of report October 06, 1988, File No. T103-37

(e) Junior Achievement Week - Monday, February 20 to Monday, February 27, 1989, date of report October 17, 1988, File No. T103-37

(f) Welcome Canadian Home Builders' Association - January 29, 1989 to February 06, 1989, date of report October 12, 1988, File No. T103-37.

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to the approval of these banner display applications.

Land Transfers required in connection with "Lillian Heights Phase I, Hamilton

The Committee approved the following recommendation of the Commissioner of Engineering respecting Land Transfers required in connection with "Lillian Heights Phase 1, Hamilton:

(a) That the City accept the deed for Part 2, Plan 62R-9676, a parcel of land south of Rymal Road, east of Upper Gage Avenue, from the Board of Education to the City of Hamilton for one (1) dollar; and

(b) That the City, after receipt of Part 2, Plan 62R-9676, transfer the said parcel to 775973 Ontario Inc., for one (1) dollar for inclusion in Lillian Heights - Phase 1 Subdivision for a road allowance; and

(c) That the City Solicitor be authorized and directed to approve any necessary documentation for these transactions, subject to the Developer's Solicitor preparing and subsequently registering all required documentation.

(d) That the Mayor and City Clerk be authorized and directed to execute all required documentation to complete these transactions.

Reserved Permit Parking Space for a Handicapped resident - 18 Nightingale Street

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a Reserved Permit Parking Space for a Handicapped resident at 18 Nightingale Street:

(a) That, in combination with the existing "Alternate Side Parking" regulation, a "Permit Parking" regulation be implemented on the south side of Nightingale Street commencing 172 feet east of the east curb line of Steven Street and extending to a point 20 feet easterly therefrom, and on the north side of Nightingale Street commencing 167 feet east of the east curb line of Steven Street and extending to a point 20 feet easterly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Carmen D'Antonio, 18 Nightingale Street; and

(c) That City Traffic By-law 66-100 be amended accordingly.

Time Limit Exemption Permit for the Building at 23 Sanford Avenue North

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for an application Time Limit Exemption Permit for the Building at 23 Sanford Avenue North:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first four applicants residing in the building at No. 23 Sanford Avenue South.

It was moved by Alderman Kiss seconded by Alderman Copps:

(a) That a three-way stop control be implemented at the intersection of Melbourne and Poulette Streets

(b) That City Traffic By-law 66-100 be amended accordingly. Carried.

U-shaped Alley running northerly from MacAuley Street in the Block between James Street and Hughson Street

The Committee approved the following recommendation of the Director of Traffic Services respecting the U-shaped Alley running northerly from MacAuley Street in the Block between James Street and Hughson Street:

(a) That the U-Shaped alley running northerly from MacAuley Street in the block between James Street North and Hughson Street North be operated one-way in the counter clockwise direction.

(b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations Rosedale Avenue between Lawrence Road and Greenhill Avenue - Tabled

Items respecting Rosedale Avenue between Lawrence Road and Greenhill Avenue and Cochrane Road between Lawrence and Greenhill Avenue - Parking Regulations, were tabled at the request of Alderman Agostino.

It was moved by Alderman Copps seconded by Alderman Kiss that in the future, all items that appear on the agenda and have "no copy" following, or no report, background information etc., be automatically tabled by the Committee. Carried.

Diversion Credit to Third Sector Employment Enterprises

The Committee approved the following recommendation of the Director of Public Works respecting Diversion Credit to Third Sector Employment Enterprises:

(a) That the Federal Government - Ministry of Employment and Immigration be requested to continue its contribution to the Hamilton-Wentworth Third Sector Youth Employment Program for as long as the Youth Employment Program continues.

(b) That the other area municipalities and the Region of Hamilton-Wentworth be appraised of this request to the Federal Government and that they likewise request the Federal Government to continue its support for recycling.

(c) That the Region of Hamilton-Wentworth evolve a more proactive participation in recycling by increasing its diversion credit to Third Sector Employment Enterprises as the direct benefits of recycling reduced demand on landfill sites, benefits the Region.

(d) That Third Sector Employment Enterprises be requested to estimate a 5 year capital budget and a 5 year current budget recognizing that such budgets are susceptible to change.

(e) That provision for the diversion credit be included in the 1989 current Budget.

Bills

The following bills were introduced:

(a) By-law respecting construction of local improvements of a concrete sidewalk and curb on the west side of Adeline Avenue between Barton Street and Mahoney Avenue

Note: The Committee directed the Staff of the Engineering Department to forward a letter to Alderman Copps and Alderman Christopherson explaining the situation with respect to the parking lot and green area proposed for this location.

(b) By-law respecting construction of local improvements of a concrete sidewalk on Stone Church Road West in the vicinity of Upper Paradise Road.

(c) By-law to Amend By-law 66-100 to Regulate Traffic.

(d) By-law to Amend By-law 66-100 to Regulate Traffic.

The Committee met to hear delegations.

194 Southbend Road East - Tabled

Mrs. Mary Ann Lee appeared before the Committee on behalf of her daughter who lives at 194 Southbend Road East, to voice her objection to the restriction of parking along the side of the property 194 Southbend Road East.

After considerable discussion it was moved by Alderman Agostino seconded by Alderman Murray that this item be tabled to the next meeting at which time parties for and against the restriction of parking in the area would be invited to attend the meeting as a delegation. Carried.

Garbage Collection at the skyview apartments - 3 East 37th Street Hamilton Metro Property Management

The Director of Public Works introduced an item respecting garbage collection at the skyview apartments at 3 East 37th Street - Hamilton Metro Property Management.

Mr. Pavelka advised the Committee that Metro Property Management had sent a notice to all tenants at the skyview apartments indicating that as of November 01, 1988 the garbage shoot on each floor would be closed and locked permanently and that all garbage would have to be taken outside by individual tenants and deposited into the large dumpster located at the south east end of the parking lot.

It further stated that the superintendent has been instructed to inspect any debris left in the hallways and to deposit it back inside the apartment from where it originated.

It closed with saying that they were very sorry for any inconveniences the change in the policy may have caused but that the City of Hamilton had left them no choice.

Mr. Pavelka stated that his staff had sent a letter to Metro Property Management stating that it was necessary for this company to advise tenants at 3 East 37th Street that the City of Hamilton had nothing to do with the decision to close the garbage shoots and that it was in fact a decision that was made by Metro Property Management.

After considerable discussion it was moved by Alderman Agostino seconded by Alderman Copps that the Solicitor be directed to demand that Metro Property Management publish a letter and send a letter to the tenants of 3 East 37th Street apologizing for intimating that the inconvenience was caused by the City of Hamilton and that the decision was solely that of Metro Property Management. Carried.

Adjournment

There being no further business the meeting then adjourned.

TAKEN AS READ AND APPROVED,

Robert C. Prowse,
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

FOR ACTION

2.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1988 November 25
COMM FILE:
DEPT FILE: 88-2000

SUBJECT: Garbage Collection in Alleys

RECOMMENDATION:

(a) That garbage collection in the following alleys cease and that a curb-side street collection be used in its place:

Alley #1 - Alley in the block bounded by Main Street East, King Street East, Emerald Street South and East Avenue South,

Alley #2 - Alley in the block bounded by Robinson Street, Charlton Avenue West, Bay Street South and Caroline Street South,

(b) That staff formally notify the residents affected in person or by written notice of why this change is happening and when it will take effect.

J. G. Pavelka

Mr. J. G. Pavelka, P. Eng.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

None

BACKGROUND:

The City of Hamilton is constantly upgrading its garbage collection service to reduce costs to the taxpayers.

Part of this effort involves upgrading our packers to handle a heavier load and, therefore, take more garbage per day since more time is spent collecting garbage and less time is spent travelling to and from the dump locations. As a result, our trucks have, over the years, become somewhat larger than before.

Alleyways have always been a tight fit for our packers and, in many cases, it is nearly impossible, or at least very dangerous, to put our vehicles through these alleys considering the configuration of the alleys, snow build-up, debris and so on.

On many occasions, our vehicles have damaged fences, garages and poles; to date, there have been no injuries to children or others playing in these alleys.

In addition, use of alleys for garbage collection tends to increase litter, garbage strewn about and often rodents become prevalent with possible health problems from them.

The specific alleys which we are recommending for no garbage collection are listed below with the reasons for our recommendations.

In Alley #1, the alley is entered from the King Street side and, in order to make the turn, our packer must start the turn from the third lane from the south curb and cut across the other two lanes to enter this alley. Our loaders have always assisted in this dangerous practice by attempting to hold up traffic to allow this manoeuvre.

The same problem would exist if the alley were entered from the Main Street side.

Use of this alley for garbage collection should stop in order to prevent the unnecessary exposure of our employees and equipment to the stated hazards.

In Alley #2, there is limited manoeuvering space to make the turn at the "Tee" of the alley and this is usually compounded by cars parking in and adjacent to the alley - making it impossible for the packer to negotiate its way safely through the alley.

Use of this alley for garbage collection should cease because of the frequency that our vehicles are physically unable to make it through the alleyway.

dh/

3.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1988 December 1
COMM FILE:
DEPT FILE: 88-5019

SUBJECT: Third Sector Employment Enterprises
-1988 Budget Deficit

RECOMMENDATION:

That the City of Hamilton contribute $64,750 to Third Sector Employment Enterprises to assist in offsetting their projected 1988 budget deficit.

That Third Sector Employment Enterprises undertake an operations study of its existing operation in concert with Ontario Multi-Material Recycling Inc. and Canadian Tinplate Recycling Council, to improve the operation and service to area residents.

That the $64,750 be financed from any surplus funds in balancing the 1988 accounts in the Public Works Department at the end of 1988. In the event that sufficient surplus funds are not available, then the Treasurer should recommend the method of financing.

Note should be made that this contribution of $64,750 by the City of Hamilton is based on the existing cost sharing formula with the Region of Hamilton-Wentworth paying 50% and the Area Municipalities matching the remaining 50% by prorating the cost according to the tonnage of recycled material.

J.G. Pavelka

J.G. PAVELKA, P.ENG.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

With respect to the 1988 operating deficit, the financial implications are:

$64,750 for the City of Hamilton

$87,500 for the Region of Hamilton-Wentworth and

$22,750 for the other Area Municipalities to be prorated according to the tonnage of recycled material

With respect to the annual waste diversion credit, the 1987 amount of $46,400 will be increased to $127,000. With respect to this annual waste diversion credit, the Transport and Environment Committee and City Council have formally requested "That Third Sector Employment Enterprises be requested to estimate a 5 year capital budget and a 5 year current budget recognizing that such budgets are susceptible to change".

These 5 year budgets will detail the annual contributions expected from the municipalities and the Region.

BACKGROUND:

At its October 31, 1988, the Transport and Environment approved the attached report and recommendations, with respect to the increased diversion credit to Third Sector Employment Enterprises for 1989 - Recommendation #5.

On the second page of the report, item #3 outlined that for 1988 there will be a deficit of approximately $175,000 and Third Sector Employment Enterprises is asking the municipalities to cover this deficit.

This significant operating deficit for 1988 has resulted primarily because;

1. the delivery of approximately 80,000 blue boxes in Hamilton took 8 weeks to deliver rather than the anticipated 3 weeks.

2. revenues from the sale of recycled materials has not been maximized due to the inability to efficiently separate the types of materials. A mechanical separator has been ordered and is presently being installed at Third Sector's building.

3. a significant amount of garbage/refuse is mixed with the recycled materials to the extent that Third Sector is sending an additional two truck loads of garbage per week to SWARU.

The Recycling Coordinating Committee which consists of representatives from all Area Municipalities, the Region of Hamilton-Wentworth and Third Sector Employment Enterprises has discussed this problem of the projected 1988 operating deficit and has agreed that each representative is to request their respective Standing Committee and Council for the additional funding based on the following cost sharing formula.

50% BY REGION OF HAMILTON-WENTWORTH

50% BY AREA MUNICIPALITIES
THE COST SHARING OF THIS 50% BY THE AREA MUNICIPALITIES IS TO BE PRORATED ACCORDING TO THE TONNAGE OF RECYCLED MATERIAL

JGP/jdh
Attach.

c.c. Mr. E. C. Matthews, Treasurer

c.c. Mr. S. Spencer, Commissioner of Engineering

c.c. Hamilton-Wentworth Third Sector Employment Enterprises
77 Niagara Street
Hamilton, Ontario
L8L 6A4
Attention: Mr. N. Bagshaw
Executive Director

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1988 October 27
COMM FILE:
DEPT FILE: 88-1035

SUBJECT: Diversion Credit to Third Sector Employment Enterprises

RECOMMENDATION:

1. That the Federal Government - Ministry of Employment and Immigration be requested to continue its contribution to Hamilton-Wentworth Third Sector Youth Employment Program. Reference No. 5344 UL7 for as long as the Youth Employment Program continues.

2. That the other area municipalities and the Region of Hamilton-Wentworth be appraised of this request to the Federal Government and that they likewise request the Federal Government to continue its support for recycling.

3. That the Region of Hamilton-Wentworth evolve a more proactive participation in recycling by increasing its diversion credit to Third Sector Employment Enterprises as the direct benefits of recycling-reduced demand on landfill sites, benefits the Region.

4. That Third Sector Employment Enterprises be requested to estimate a 5 year capital budget and a 5 year current budget recognizing that such budgets are susceptible to change.

5. That provision for the diversion credit be included in the 1989 Current Budget.

J.G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Without Federal funding, the City of Hamilton's (municipal) annual contribution to recycling will increase from $46,400 in 1988 to $111,500 in 1989.

Every effort is being made to increase the amount of recycling by all levels of Government and Third Sector Employment Enterprises' operation is expanding rapidly, with NO indication that there will be a continuous support in the form of subsidy from the Federal Government.

BACKGROUND:

Anticipating the current budget preparations, Third Sector was asked to project the anticipated municipal contributions for 1989. In a recent letter, Third Sector advised that without Federal Funding:

1. the diversion credit would double
   from $4.50/tonne to $9.63/tonne of recyclable material

2. the annual municipal contribution would triple
   from $46,400 to $111,500

Subsequent to their original request, a Senior Project Officer at a meeting on Friday, October 14, 1988 confirmed that the Federal Government will meet their obligation to fund Third Sector's Youth Employment Program next year; April 1989 to March 1990.

Furthermore, after 5 years, in 1992, Provincial (M.O.E.) contributions are not expected in accordance with present Provincial guidelines.

3. for 1988 there will be a deficit of approximately $175,000 and Third Sector is asking the municipalities to cover this deficit. The City of Hamilton's contribution would be approximately $65,000.

In 1987 the City of Hamilton contributed the following sums to recycling.

ADVERTISING	$ 2,466.00
DIVERSION CREDIT	$ 22,495.46
BLUE BOXES	$ 47,475.90
CAPITAL EQUIPMENT	$ 35,433.19
TOTAL	$107,870.55

With the introduction of blue boxes, an increase in the volume of recyclable materials was anticipated. This increase in the volume partially reflects in the tripling of the municipal contribution from $46,400 to $111,500.

A complete withdrawal of Federal and Provincial contributions from these programs will leave the sole source of revenues to the Region, the Area Municipalities and the sale of recyclable materials. Attached, for information, are the various sources of revenue, by year, as a percentage of the total revenues.

JGP/jdh
Attach.

cc L. Sage, Chief Administrative Officer
D. Lobo, Manager of Streets and Sanitation
D. Heintz, Project Maintenance Engineer
S. Spencer, Commissioner of Engineering

THIRD SECTOR EMPLOYMENT ENTERPRISES

-SOURCES OF REVENUE

	1983	1984	1985	1986	1987	1988
FEDERAL CONTRIBUTION	51.02 $178,000	45.65 $172,000	54.29 $300,000	53.00 $378,500	31.10 $350,000	UNKNOWN *
PROVINCIAL (M.O.E.) CONTRIBUTION	0	0	0	0	14.00	30.00**
SALES/COLLECTION	37.49	41.74	36.83	41.28	40.80	67.90
(MUNICIPAL)	-	-	(0.975)	(2.355)	(2.6)	(7.45)
(REGIONAL)	-	-	(0.975)	(2.355)	(2.6)	(7.45)
REGIONAL (SOCIAL SERVICES) GRANTS	6.84	6.67	4.76	3.83	2.50	1.39
DONATIONS	3.28	3.94	3.31	1.66	1.80	.93
INTEREST	1.78	2.00	.81	.23	.40	
CAPITAL GRANTS					9.40	
TOTAL	100.36	100.00	100.00	100.00	100.00	
	$348,900	$375,834	$552,581	$714,267	$1,128,011	$2,160,168
% INCREASES OVER PREVIOUS YEAR		8%	47%	29%	58%	92%

* Federal government has indicated a willingness to meet their obligation in funding Third Sector Employment Enterprises next year April 1989 to March 1990.

**Provincial Government (M.O.E.) contribution are presently limited only to a 5 year program.

4.

FOR ACTION

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1988 November 24
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: RENTAL OF SNOW REMOVAL EQUIPMENT AND LABOUR, PUBLIC WORKS DEPARTMENT

RECOMMENDATION
That purchase orders be issued for the Rental of Snow Removal Equipment and Labour in accordance with Vendors' quotations as attached.

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND
Tenders are being accepted on the basis of the lowest bidder's equipment being used first and then the subsequent bidders contacted as required.

	HOURLY RATE		
Delmar Contracting Limited	To April '89	To April '90	To April '91
- 2 Graders	$145.00	$155.00	$160.00
- 6 Tandem Dump Trucks	46.00	50.00	55.00
- 4 Caterpillar Loaders	100.00	105.00	110.00
- 2 Case Loaders	80.00	85.00	90.00
- 1 Dual Wheel Snow Plow	50.00	55.00	60.00
Cardeen Construction Limited			
- 3 Rubber Tire Loader	96.00		
Cayuga Materials & Construction			
- 2 Graders	120.00	125.00	130.00
Black Top Enterprises Ltd.			
- 1 Grader	120.00	125.00	130.00

FOR ACTION

5.

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1988 November 7
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY & DELIVERY OF SCREENED SAND, TREATED AND UNTREATED

RECOMMENDATION
That a purchase order be issued to Petrovich-Kaminski Aggregates Inc., Cambridge for the supply and delivery of Screened Sand, Treated and Untreated, as and when required during the 1988-1989 winter season, in accordance with specifications issued by the Co-ordinator of Regional Purchasing and Vendor's tender, as follows:

Treated Sand - Delivered $14.13 per tonne; Picked up $10.29 per tonne
Untreated Sand - Delivered $ 7.40 per tonne; Picked up $ 3.85 per tonne

NOTE: Lowest of four (4) tenders received. Funds provided in Stock Account #0393-3323.

As this material could be required before the next meeting of Council, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

T. Bradley

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND
Prices per tonne

	TREATED		UNTREATED	
	Delivered	Picked Up	Delivered	Picked Up
Petrovich-Kaminski, Cambridge	$14.13	$10.29	$ 7.40	$3.85
Lakeview Sand & Gravel, Paris	16.20	12.96	7.69	4.25
TCG Materials, Brantford	17.44	12.91	8.05	3.51
Steetley Lime & Agg., Dundas	18.09	15.44	10.50	7.50

FOR ACTION

6.

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1988 November 7
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY & DELIVERY OF SODIUM CHLORIDE

RECOMMENDATION
That a purchase order be issued to Domtar Inc., Toronto for the supply and delivery of Sodium Chloride as and when required during the 1988-1989 winter season, in accordance with specifications issued by the Co-ordinator of Regional Purchasing and Vendor's tender, as follows:

Price per tonne - $ 29.70 based on 22.5 tonne truck loads
Price per tonne - $103.95 based on 40 kg. bags, minimum 780 bags per load

NOTE: Lowest of three (3) tenders received. Funds provided in Stock Account #0393-3323.

As this material could be required before the next meeting of Council, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND

	Price per tonne based on 22.5 tonne load	40 kg. bag
Domtar Inc., Toronto	$29.70	$103.95
Iroquois Salt Products, Mississauga	31.968	158.11
Canadian Salt Co., Mississauga	32.39	107.46

FOR ACTION

7.

NOV - 9 1988

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

Mr. T. Bradley, Manager
Purchasing

DATE: 1988 November 4
COMM FILE:
DEPT FILE: 88-1030

SUBJECT: Salt Silos - District 2 - Ferguson Yard

RECOMMENDATION:

a) That the Director of Public Works be authorized and directed to take the necessary steps and obtain the necessary permit for the demolition of the four salt silos in District 2 (Ferguson Avenue) Yard.

b) That the estimated cost of this work of $42,000 be charged to:
Account No. 0350-0336 (District Yard Maintenance - Repairs & Maintenance - Specific Major Repairs) - $28,000
Account No. 0350-0332 (District Yard Maintenance - Grounds Maintenance) - $14,000

c) That a Purchase Order be issued to Meszaros Wrecking, Brantford in the amount of $37,800 for the Demolition of the four Salt Silos at 302 Ferguson Avenue North, Hamilton, in accordance with specifications issued by the Real Estate Division, Property Department and Vendor's Tender.

NOTE: As this work is to be completed immediately, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

J. G. Pavelka, P. Eng.
Director of Public Works

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

See Recommendation.

88.11.03

BACKGROUND:

In 1986, the Public Works Department requested that the construction of a Salt Dome in each of Districts 2 (Ferguson Avenue) and District 3 (Brampton Street) yards be placed in the 1987 - 1991 Capital Budget. This project was approved and the District 3 dome was erected in 1987 and finished in early 1988.

The District 2 dome had to wait until the north end of Ferguson Avenue was closed legally and retained as City-owned lands so that the dome could be constructed. This closure has been completed and the contractor is presently scheduled to begin construction within three weeks.

On Monday, 1988 October 17, the northerly of the four silos began to deform (or bulge) and, as a safety precaution and for liability reasons, the Building Department was asked to investigate.

They responded quickly, performed an inspection and issued an "Order to Comply" which is attached along with a Site Inspection Report prepared by J. Janosik, P. Eng. of the Building Department.

Mr. Janosik verbally advised that the silos were unsafe to fill and unsafe to have people inside. Since the dome was to be installed imminently, and since the silos are in very poor condition, no consideration has been given to remedial action to allow these silos to be reused for any purpose.

The Real Estate Division of the Property Department was contacted since it is within their duties to have buildings demolished. They have obtained prices from demolition contractors.

Once demolition is complete, the gap created must be closed by the erection of a chainlink fence to ensure security of our yard area. Prices for this fencing are being obtained presently and the cost for it is within the cost noted in the Recommendations above.

Bid Summary - Silo Demolition

Meszaros Wrecking, Brantford	$37,800.00
Brantford Wrecking, Brantford	$47,900.00

Three companies were requested to bid. Varga Wrecking declined due to their heavy workload.

dh/

attach.

cc - J. Janosik, Building
P. Waind, Real Estate Division, Property Department
D. Lobo, Streets & Sanitation Division

THE CORPORATION OF THE CITY OF HAMILTON

DEPARTMENT OF BUILDINGS

HAMILTON, ONTARIO

FILE NO:

ORDER TO COMPLY

FILE No.
DEPT. PUBLIC WORKS
OCT 16 1988

ISSUED TO	LOCATION
Department of Public Works	302 Ferguson Ave. North
City of Hamilton	HAMILTON, Ontario.
71 Main Street West	
Hamilton, Ontario, Attn: Don Heintz	

TAKE NOTICE THAT THE condition of the salt storage silos AT THE ABOVE LOCATION IS IN CONTRAVENTION OF THE ACT(S)/REGULATION(S)/BY-LAW(S) AS OUTLINED BELOW:

ITEM	REFERENCE	DESCRIPTION
1.	The Building Code Act, R.S.O. 1980, Chapter 51, as amended. Section 10(2)	The silos are structurally inadequate or faulty for the purpose for which they are used and could be hazardous to persons.

REMEDIAL MEASURES:

A report is to be submitted from a professional engineer in respect to the structural integrity of the silos and related structures. The report is to include proposed remedial measures. All remedial measures are to be done under the supervision of a professional engineer.

Note: A building permit is required for repair, rebuild or demolition.

AND TAKE NOTICE FURTHER THAT YOU AS THE OWNER/CONSTRUCTOR/OR PERSON APPARENTLY IN POSSESSION ARE HEREBY ORDERED TO COMPLY FORTHWITH/~~WITHIN~~

AND TAKE NOTICE FURTHER THAT IN DEFAULT OF COMPLIANCE WITH THE FOREGOING, YOU WILL BE LIABLE UPON CONVICTION, TO THE PENALTIES PROVIDED BY THE SAID ACT/REGULATION/BY-LAW

HAND DELIVERED	Oct. 18/88	R. Bradshaw	Oct. 18/88
RECEIVED BY	DATE	INSPECTOR	DATE

PHONE DIRECT 525-2732
8 AM - 9 AM

FORM 49
SBF BUSINESS FORMS IN

SITE INSPECTION REPORT

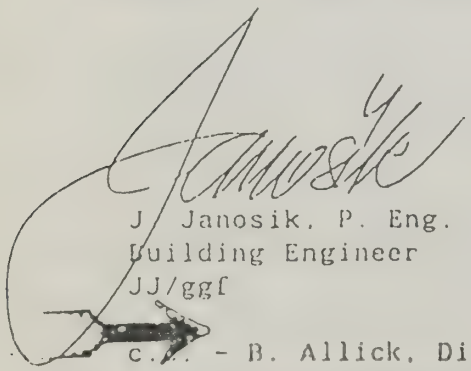
October 17, 1988

PRESENT: R. BRADSHAW, SENIOR INSPECTOR
ANDY BOERS, FOREMAN, PUBLIC WORKS DEPARTMENT
JAN JANOSIK, P. ENG.

RE: 302 FERGUSON AVENUE - SILO FAILURE

An inspection was made of the above-noted address and it was found that the north silo # 4 has developed structural deformation. The recent cracks show a pattern of progressive failure. The silo contains road salt and is full. It is constructed of 4" concrete block with horizontal "ring" reinforcing. This reinforcing is corroded and the contents of the silo have been disturbed, causing this development.

It is my recommendation that silo # 4 be emptied to relax internal pressure and an unsafe order be issued for the silo. Silos 1, 2 and 3, bridge and conveyor structure should be included in the order and a report from a professional engineer be obtained regarding the structural integrity before any attempt is made to refill the silos.



COPY IN FILE

J. Janosik, P. Eng.
Building Engineer
JJ/ggf

c.c. - B. Allick, Director of Inspection
B. Bradshaw, Senior Inspector
A. Boers, Public Works

8

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 November 7
COMM FILE:
DEPT FILE: (4508)

SUBJECT: **Ontario Hydro Purchase from City for Underground Cable Easement**

RECOMMENDATION:

(a) That an Offer to Purchase an Easement through that closed portion of Beach Road east of Kenilworth Avenue North executed by Ontario Hydro on September 22, 1988 and closing on or before March 31, 1989 be approved and completed.

(b) That the Mayor and City Clerk be authorized to execute the attached Easement Agreement subject to said Agreement being in a form satisfactory to the City Solicitor.

Note: The subject easement comprises a strip of land being part of Lot 1, Concession 1 in the geographic Township of Barton, now the City of Hamilton. The subject easement contains 35.9 square metres (117.8 square feet) as shown as Part 3 on Plan 62R-9714; and is for the access to and maintenance of the electrical transmission lines thereto. The purchase price to be $650.00 to be credited to account 0306-0513.

D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

See above recommendation

BACKGROUND:

In adopting Item 7 of the 15th Report of the Transport & Environment Committee, City Council on October 25, 1988 authorized a by-law for the stopping up, closing and retaining of a portion of Beach Road shown as Part 1, 2 and 3 on Plan 62R-9714.

Also authorized was an easement agreement to be entered into with Ontario Hydro due to this closure.

c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. M. Chidley, Regional Surveyor

FOR ACTION

9

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 November 24
COMM FILE:
DEPT FILE: 1.3.261
(4509)

SUBJECT: **Sale of Residential Building Lots by Tender**
Upper Gage Avenue and Elmore Drive -

RECOMMENDATION:

(a) That an Offer to Purchase Tender Form executed by Tony DiFranco on November 18, 1988 and scheduled for closing on or before March 16, 1989, be approved and completed.

Note: This property which is surplus to municipal requirements has a frontage along the easterly limit of Elmore Drive of 10.373 metres (34.03 feet) by a depth of 36.56 metres (119.9 feet) shown as Part 6 on attached copy of Plan 62R-8311 Surveys. The purchase price of $42,500.00 is to be credited to account 0280-02. A certified deposit cheque in the amount of $4,250.00 is being held by the City Treasurer pending approval of this transaction.

(b) That an Offer to Purchase Tender Form executed by Tony DiFranco on November 18, 1988 and scheduled for closing on or before March 16, 1989 be approved and completed.

Note: This property which is surplus to municipal requirements has a frontage along the easterly limit of Elmore Drive of 10.373 metres (34.03 feet) by a depth of 36.56 metres (119.9 feet) shown as Part 7 on attached copy of Plan 62R-8311 Surveys. The purchase price of $42,500.00 is to be credited to account 0280-02. A certified deposit cheque in the amount of $4,250.00 is being held by the City Treasurer pending approval of this transaction.

(c) That an Offer to Purchase Tender Form executed by Tony DiFranco on November 18, 1988 and scheduled for closing on or before March 16, 1989, be approved and completed.

Note: This property which is surplus to municipal requirements has a frontage along the westerly limit of Upper Gage Avenue of 18.292 metres (60 feet) by a depth of 36.569 metres (19.97 feet) shown as Parts 4 and 5 on attached copy of Plan 62R-8311 Surveys. The purchase price of $56,000 is to be credited to account 0280-02. A certified deposit cheque in the amount of $5,000 is being held by the City Treasurer pending approval of this transaction.

RECOMMENDATION: - Continued...

In consideration for the transfer of Parts 4 and 5, Plan 62R-8311 by the City to the Purchaser, the Purchaser covenants and agrees to and with the City that in addition to the payment of the sale price to the City, that:

(i) The Purchaser shall not apply for consent to sever the land described as Parts 4 and 5, Plan 62R-8311.

(ii) The Purchaser shall not subdivide or apply to subdivide any portion of the land described as Parts 4 and 5, 62R-8311.

(iii) The Purchaser acknowledges that he has purchased this land for development as a complete parcel and that it has not been purchased for the purpose of dividing it into separate parcels (such as Parts 4 and 5 for re-sale to the adjacent owners), or for any other kind of divided development.

(iv) The Purchaser agrees that if he constructs or develops on the land in any manner, he shall develop the land and/or build on the land (known as Parts 4 and 5, 62R-8311) as one parcel of land.

(v) The Purchaser agrees with the City that it is not appropriate for planning reasons for this property (Parts 4 and 5, 62R-8311) to be developed other than as one building lot.

(vi) The Purchaser agrees that the provisions of this Schedule "A" shall not merge on the closing of the City's sale of Parts 4 and 5 to the Purchaser but shall continue in full force and effect to bind the Purchaser and to benefit the City.

The final grades of the lots will be in accordance with grading Plan 87-M-8, attached hereto to the satisfaction of the Regional Commissioner of Engineering.

All roof water leaders are to be connected to the storm sewer.

D. W. Joyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The proceeds of these sales, in the total amount of $141,000 is to be credited to account 0280-02.

BACKGROUND:

The subject lots were deemed surplus to municipal requirements. They were advertised for sale by tender. On November 18, 1988 the tenders were opened and the 17 bids received for the Elmore Drive lots ranged from $26,000.00 to $42,500.00. Our reserve bid was $37,000.00. Five tenders received for the Upper Gage lot ranged from $40,000.00 to $51,750.00. Our reserve bid was $56,000.00. This lot is being sold to the second highest bidder who increased his offer to match the reserve bid. The highest bidder was not prepared to increase his offer.

We therefore recommend the sale of part of Lot 7, Concession 8 in the Geographic Township of Barton, now in the City of Hamilton shown as Parts 4, 5, 6 and 7 on Plan 62R-8311 Surveys to Tony DiFranco for a total sum of $141,000.00.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. G.S. Spencer, Regional Commissioner of Engineering
  Attention: Mr. K. Brenner
  Attention: Mr. M. Chidley
- Mr. P. Kuppe, Building Commissioner
- Mr. V.J. Abraham, Director of Local Planning
  Attention: J. Hickey
- Alderman J. Gallagher
- Alderman H. Merling

FOR ACTION

10.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. K. A. Rouff
City Solicitor

DATE: 1988 November 10
COMM FILE:
DEPT FILE: 1-44.17

SUBJECT: Garbage Collection Agreement
515 Queen Victoria Drive
David Fong and Alice Fong

RECOMMENDATION:

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and David Fong and Alice Fong for the collection of garbage at 515 Queen Victoria Drive, Hamilton.

This Agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. This City's Garbage By-law No. 66-182 provides for such collection.

That the Mayor and City Clerk be authorized to execute a discharge of the previous Garbage Collection agreement for this property with 515 Queen Victoria Drive Ltd.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

K.A. Rouff, City Solicitor

BACKGROUND:

The Applicants David and Alice Fong have asked the City to collect garbage pursuant to section 4, subsection (j) of The Garbage By-law No. 66-182.

Public Works Department is satisfied with the route of access and this department has received and is satisfied with the documents an agreement which has been executed by the Applicants, and an insurance certificate.

The previous owner, 515 Queen Victoria Drive Ltd., requested that its Garbage Collection agreement with the City be discharged. Therefore the City is entering into a new agreement with David Fong and Alice Fong and discharging the previous Agreement.

c.c. Mr. J.G. Pavelka, Director
Public Works Department

11.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. K. A. Rouff
City Solicitor

DATE: 1988 November 11
COMM FILE:
DEPT FILE: 1-44.83

SUBJECT: Garbage Collection Agreement
Applegarth Co-operative Homes Inc.
48 Caroga Court

RECOMMENDATION:

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and Applegarth Co-operative Homes Inc. for the collection of garbage at 48 Caroga Court.

This Agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. This City's Garbage By-law No. 66-182 provides for such collection.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

K. A. Rouff
City Solicitor

BACKGROUND:

The Applicant Applegarth Co-operative Homes Inc. have asked the City to collect garbage pursuant to section 4, subsection (j) of The Garbage By-law No. 66-182.

Public Works Department is satisfied with the route of access and this department has received and is satisfied with the documents; an agreement which has been executed by the Applicants, and an insurance certificate.

c.c. Mr. J.G. Pavelka, Director
Public Works Department

FOR ACTION

12

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. K. A. Rouff
City Solicitor

DATE: 1988 November 17
COMM FILE:
DEPT FILE: 1-44.

SUBJECT: Garbage Collection Agreement
Los Andes of Hamilton Co-operative Inc.
605 Stone Church Road East

RECOMMENDATION:

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and Los Andes of Hamilton Co-operative Inc. for the collection of garbage at 602 Stone Church Road East.

This Agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. This City's Garbage By-law No. 66-182 provides for such collection.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

K. A. Rouff
City Solicitor

BACKGROUND:

The Applicant Los Andes of Hamilton Co-operative Inc. have asked the City to collect garbage pursuant to section 4, subsection (j) of The Garbage By-law No. 66-182.

Public Works Department is satisfied with the route of access and this department has received and is satisfied with the documents; an agreement which has been executed by the Applicants, and an insurance certificate.

c.c. Mr. J.G. Pavelka, Director
Public Works Department

13.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 November 30
COMM FILE: 3-11-4
DEPT FILE: S712-17
ID#0043D

SUBJECT:

Lake Park Point Subdivision request for
Deletion of Sidewalk Requirement

RECOMMENDATION

That the request from the property owners on the west side of Grays Road in the Lake Park Subdivision for the deletion of the sidewalks abutting Lots 6, 7, 8 and 9 be denied.

G S Spencer
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We are in receipt of a letter signed by the owners of all lots abutting Grays Road in the above-noted subdivision to delete the requirement for sidewalks on the west side of Grays Road in the subdivision. The present policy concerning the installation of sidewalks was approved by Council on January 14, 1986 as Item 14 of the 2nd Report of the Transport and Environment Committee. Basically the policy states that sidewalks shall not be mandatory on cul-de-sacs and crescents with thirty or fewer residential units and shall be installed on at least one side of cul-de-sacs and crescents with more than thirty residential units. It states that sidewalks shall be installed on both sides of all other streets.

CONCLUSIONS

Since Grays Road is not a cul-de-sac or crescent under the policy, sidewalks should be installed in accordance with the subdivision agreement.

RPM:fd

MAREL
REAL ESTATE INC.
Chancery Hall, 44 Hughson St. S., Hamilton, Ontario L8N 2A7 • 522-8662

September 26, 1988

Bob Prowse
Secretary of Transport and Environment Committee
City Hall,
71 Main Street, East,
Hamilton, Ontario,
L8N 3T4

Dear Mr. Prowse;

As per your request please find enclosed the letter sent to Conrad Brenner August 23, 1988.

Please contact me at your earliest convenience in regards to this matter.

Yours truly,

MAREL REAL ESTATE INC.,

Murray Van Der Marel
President F.R.I., R.E.P.A.

MV/lw

Encl.

MAREL
REAL ESTATE INC.
Chancery Hall, 44 Hughson St. S., Hamilton, Ontario L8N 2A7 • 522-3662

Copy

August 23rd, 1988

City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

ATTN: CONRAD BRENNER, PLANNING MANAGER (ENVIRONMENTAL)

Dear Mr. Brenner:

Please find enclosed the self explantory letter from the property owners on the Grays Road portion of the Lake Park Point Subdivision. It is at their request, that I am writing to you, to ask for permission to delete the side-walks from the Subdivision agreement.

Should you have any questions regarding this matter, please contact me at your earliest convenience, as I would like to complete this subdivision as soon as possible.

Yours truly,

Murray Van Der Marel
Presiden, F.R.I., R.E.P.A.

MV/na
Encl.

DEAR MR. BRENNER

THE PROPERTY OWNERS LOCATED ON GRAYS ROAD NORTH IN THE NEW LAKEPOINT DEVELOPMENT WOULD LIKE THE CITY OF HAMILTON TO CONSIDER AMENDING THE DEVELOPMENT AGREEMENT BETWEEN THE DEVELOPER AND THE CITY OF HAMILTON.

TO CEASE THE INSTULATION OF PUBLIC SIDE-WALKS ON THE WEST SIDE OF GRAYS ROAD NORTH. WE THE PROPERTY OWNERS FEEL THAT THE SMALL AMOUNT OF PEDESTRIAN TRAFFIC IN THE AREA IS BEING WELL ACCOMEDATED BY THE WALK ON THE OPPOSITE SIDE OF THE STREET WHICH IS NOW PRESENT AND SERVING.

THE PROPERTY OWNERS THAT FULLY OBJECT TO THE PUBLIC SIDE-WALKS ON THE WEST SIDE OF GRAYS ROAD NORTH ARE

LOT 9 MR. BERNARD FERRONI .....

LOT 8 MR. JOHN MOLNAR .....

LOT 7 MR. BOB HUDSON .....

LOT 6 MR. PAUL CLEGG .....

ENCLOSED IS A COPY OF THE SUBDIVISION SHOWING THE LOTS THE SIDE-WALK WOULD AFFECT.

THANK YOU FOR TAKING THE TIME TO CONSIDER THIS AMENDMENT. PLEASE KEEP ME INFORMED AS TO THE DECESION TO THIS AMENDMENT.

CONTACT: BERNIE FERRONI
613 GRAYS ROAD NORTH
HAMILTON, ONTARIO
PHONE: 578-7041 (HOME) 549-8384 (WORK)

YOURS RESPECTIVLY

BERNIE FERRONI

CC; LOU SEARS
CC; MURRAY VAN DER MAREL1

14.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 November 24
COMM FILE: S610-01
S723-37
DEPT FILE:
ID#0043D (43)

SUBJECT:

To Incorporate Certain City Lands into Brigade Drive

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-law to incorporate parts of Block 146 and all of Block 147, Plan 62M-502 and all of Block 124, Plan 62M-516 shown in heavy outline of Regional Municipality of Hamilton-Wentworth Plans RAH-456 and RAH-457 Surveys, respectively, into Brigade Drive.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid by both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of the above-mentioned Blocks and it is necessary that these Blocks or portions thereof be incorporated into Brigade Drive to provide access to a soon to be registered plan of Subdivision to the west (commonly known as Wellington Chase, (Phase 2)).

HS::fd
Encl.

15(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 November 8
COMM FILE: 3-11.5
DEPT FILE: T103-50(696)
ID#0043D

SUBJECT:

Inadvertent Encroachment Agreement
355-359 Cannon Street East, Hamilton

RECOMMENDATION

That the application of Mr. Norman Watson, Solicitor, on behalf of the present owner of 355-359 Cannon Street East, Messrs. Thomas and Brian Mildren retain the inadvertent encroachment consisting of an existing building measuring 16.19m by 0.309m (53'1/8" x 1'1/8"), be approved during the pleasure of City Council provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, cliams, demands, costs, damages, expenses and loss.

b) That a first year fee of $46.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement these agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by council, subject to an agreement and an annual fee.

Cont'd...

Inadvertent Encroachment Agreement
355-359 Cannon Street East, Hamilton

Cont'd...

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC/AB:jd

cc: L. Farr, City Solicitor's Department

FOR ACTION

15(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 November 21
COMM FILE: 3-11-5
DEPT FILE: T103-50(699)
ID#0043D

SUBJECT:

Inadvertent Encroachment Agreement
66 Argyle Avenue, Hamilton

RECOMMENDATION

That the application of Mr. Joseph McLaren, Solicitor on behalf of the present owner of 66 Argyle Avenue to retain the inadvertent encroachment on Agnes Street consisting of a building measuring 3.24m x 0.31m and a wood deck measuring 1.71m x 0.08m be approved during the pleasure of Council, provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

b) That a first yeear fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege; and,

c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:jd

cc: L. Farr, City Solicitor's Department

FOR ACTION

15(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 November 10
COMM FILE: 3-11-5
DEPT FILE: T103-50(708)
I.D. 0246D(60)

SUBJECT

Inadvertent Encroachment Agreement
220 Emerald Street North

RECOMMENDATION

That the application of Mr. Nicholas J. Zaffiro, Solicitor on behalf of the present owner of 220 Emerald Street North, to retain the inadvertent encroachment consisting of a concrete stoop measuring 8.75 feet X 0.25 feet be approved during the pleasure of Council, provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege; and,

c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:cab.

c.c. L. Farr, City Solicitor's Department

FOR ACTION

15 (d)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 November 28
COMM FILE: 3-11-5
DEPT FILE: T103-50(702)
I.D. 0246D(68)

SUBJECT

Inadvertent Encroachment Agreement
1123 Main Street East, Hamilton.

RECOMMENDATION

That the application of Mr. Lawrence S. Wong, Solicitor on behalf of the present owner of 1123 Main Street East, to retain the inadvertent encroachment consisting of a two-storey building measuring 2.99 m X 0.095 m be approved during the pleasure of Council, provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege; and,

c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted, subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council subject to an agreement and annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:cab.

c.c. L. Farr, City Solicitor's Department

FOR ACTION

16(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 November 24
COMM FILE: 3.11-7
DEPT FILE: T103-37
ID#0043D (24)

SUBJECT

Banner Display Application
November 13, 1989 to November 20, 1989

RECOMMENDATION

That the "CANADIAN DIABETES ASSOCIATION - HAMILTON DISTRICT BRANCH" be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, November 13, 1989 to Monday, November 20, 1989, with the following message:

"NOVEMBER IS DIABETES MONTH"
"PLEASE GIVE - 385-3535"

G.S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Canadian Diabetes Association - Hamilton & District Branch, requesting permission to display a promotional banner across Main Street, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

AB/JKC:tlj

cc: H. Reinhold, Department of Public Works

16(b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 November 1
COMM FILE: 3.11-7
DEPT FILE: T103-37
ID#0043D (23)

SUBJECT:

Banner Display Application
Monday February 13, 1989 to Mondary February 20, 1989

RECOMMENDATION

That the "Hamilton Boat Show" be permitted to display a promotional banner across Main Street West, in front of City Hall, from Monday, February 13, 1988 to Monday February 20, 1988 subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and Janurary 13, 1987, with the following message:

POWER BOAT SHOW
HAMILTON CONVENTION CENTRE
THURSDAY, FRIDAY, SATURDAY AND SUNDAY
THIRD ANNUAL

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Mooring Whip Sales of Canada, requesting permission to display a promotional banner across Main Street, in front of City Hall.

AB/JKC:clc

Encl.
cc: H. Reinhold, Department of Public Works

FOR ACTION

16(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 November 16
COMM FILE: 3-11-7
DEPT FILE: T103-37
I.D. 0246D(75)

SUBJECT

Banner Display Application
Monday, December 11 to Monday, December 25, 1989

RECOMMENDATION

That the City of Hamilton Public Works Department be permitted to display a promotional banner across Main Street West, in front of City Hall, from Monday, December 11 to Monday, December 25, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"DON'T BE SLOW ... CLEAR YOUR SNOW"

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A.

BACKGROUND

We have received an application from the City of Hamilton Public Works Department requesting permission to display a promotional banner across Main Street in front of City Hall.

AB/JKC:cab.
Encl.

c.c. H. Reinhold, Department of Public Works

FOR ACTION

16(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 November 15
COMM FILE: 3-11-7
DEPT FILE: T103-37
I.D. 0246D(82)

SUBJECT

Banner Display Application
Monday, March 13 to Monday, March 20, 1989

RECOMMENDATION

That the "Easter Seals Committee 1989" be permitted to display a promotional banner across Main Street West, in front of City Hall, from March 13, 1989 to March 20, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"BACK A FIGHTER WITH EASTER SEALS".

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "Easter Seals Committee 1989" requesting permission to display a promotional banner across Main Street, in front of City Hall.

AB/JKC:cab.
Encl.

c.c. H. Reinhold, Department of Public Works

17.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 November 10
COMM FILE: 3.11-9.1
DEPT FILE: T103-23(5)
ID#0043D (3)

SUBJECT:

Temporary Change of Depew Street Between Burlington Street and Gertrude Street from Two-way to One-way South
Dofasco Christmas Party - Sunday, December 18, 1988

RECOMMENDATION

That the applicaion of Dofasco Inc., to temporarily change Depew Street, from a two-way street to a one-way street, between Burlington Street and Gertrude Street, on December 18, 1988 from 8:00 a.m. to 5:00 p.m. to facilitate their "Annual Christmas Party" be approved, subject to the following conditions:

1. The applicant obtain "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control, will be subject to the direction of the Regional Police Department, and at the expense of the organizing group.

2. Clean-up of the street will be carried out immediately following the event at the expense of the organizing group.

3. The organizing group shall provide public liability insurance in the amount of $1,000,000 naming the City as an added insured party with a provision for cross liability and shall hold the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

4. No resident within the barricaded area will be denied access to the residence, upon request.

G. S. Spencer
Commissioner of Engineering

Continued . . .

Temporary Change of Depew Street between Burlington Street and Gertrude Street from Two-way to One-way South
Dofasco Christmas Party - Sunday, December 18, 1988

Continued . . .

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

An application has been received from Mr. H.C. Ireland on behalf of the "Dofasco Inc.", for permission to temporarily change Depew Street from a two-way street to a one-way street south, between Burlington Street and Gertrude Street on December 18, 1988, to facilitate vehicular traffic access to their Annual Christmas Party.

EXISTING POLICY

Although there is no written policy, it has been Council's practice to approve such requests, provided that there is no cost to the City as a result, and the events are under the supervision of the Regional Police.

Council approved a similar application last year.

JKC:tlj

cc: Staff Sgt. E. Williams, Regional Police Department
cc: J.G. Pavelka, Director, Department of Public Works
cc: M. Main, Director, Traffic Services
cc: Alderman P. Valeriano
cc: Alderman B. Hinkley

18.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 November 10
COMM FILE: 3-11.10.1
DEPT FILE: 819-99H
ID#0043D (9)

SUBJECT:

Construction of an Independent Concrete Sidewalk on the East Side of Sanatorium Road from Scenic Drive to Bendamere Avenue and Modifications to the Roadway and Sidewalk in the Bus Bay Area Approximately 150m North of Rice Avenue and Sanatorium Road Intersection.

RECOMMENDATION

a) That the Transport and Environment Committee recommend to the Executive Committee that the construction of an independent concrete sidewalk on the east side of Sanatorium Road between Scenic Drive and Bendamere Avenue including the modifications to the roadway and sidewalk in the bus bay area approximately 150m north of the intersection of Rice Avenue and Sanatorium Road as a local improvement pursuant to Section 11 of The Local Improvement Act be proceeded with. The estimated owner's share is $18,171.20 as well as a City's share of $36,828.80 for a gross cost of $55,000.00 as provided in the 1988 portion of the 1988-1992 Capital Budget as Project Nos. 88000 - Owner's Share and 38000 - City's Share.

b) That the Treasurer be requested to recommend to the Executive Committee the amount and source of funds to be provided for this Capital Project.

c) That the Commissioner of Engineering be authorized and directed to construct these works once all necessary approvals have been received.

G. S. Spencer
Commissioner of Engineering

Cont'd...

Construction of an Independent Concrete sidewalk on the East Side of Sanatorium Road from Scenic Drive to Bendamere Avenue and Modifications to the Roadway and Sidewalk in the Bus Bay Area Approximately 150m North of Rice Avenue and Sanatorum Road Intersection

Cont'd...

FINANCIAL IMPLICATIONS

See above recommendations.

BACKGROUND

We have received a request from Chedoke - McMaster Hospitals for the construction of an independent concrete sidewalk on the east side of Sanatorium Road between Scenic Drive and Bendamere Avenue.

In addition, modifications to the roadway and sidewalk area in the vicinity of a bus bay approximately 150m north of the Sanatorium Road - Rice Avenue intersection are required to reduce the length of a crosswalk which is a problem for pedestrians. These modifications will be 100% City's cost.

The location of the proposed work is shown on the attached plan.

RPM:sw
Attach.

cc: E. C. Matthews, Treasurer
Att: B. Hotrum

cc: G. Lawson, Commissioner of Finance
Att: L. Baker

cc: K. A. Rouff
City Solicitor

cc: J. Schatz, Secretary
Executive Committee

19(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 November 10
COMM FILE:
DEPT FILE: S708-30
ID#0043D (5)

SUBJECT:

Funding for curb replacement and repairs to existing City curb at "Hillside Terrace - Phase 2", Subdivision Agreement, Hamilton.

RECOMMENDATION

a) That the City's share of costs for the authorized repair of existing mountable curb along Upper Horning Road, prior to sidewalk installation within "Hillside Terrace - Phase 2", be appropriated for a total amount of $1,925.00.

b) That the Executive Committee recommend the source of funding for these costs.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The City's share for expenditure of authorized mountable curb repairs would be charged as follows:

Type of Work	Amount Required for Completed Works
Mountable curb & gutter repairs	$1,925.00

BACKGROUND

During the month of August 1986, servicing for the subject development, Hillside Terrace - Phase 2, was ongoing. It was established that repairs to City owned curb along Upper Horning Road required replacement prior to the installation of sidewalks. In order to take advantage of the contractor on site, the City of Hamilton requested that the consultant engineer, A. J. Clarke and Associates, make arranggements for curb repairs. Costs were to be charged to the appropriate road accounts.

Cont'd...

Funding for curb replacement and repairs to existing City curb at "Hillside Terrace - Phase 2", Subdivision Agreement, Hamilton.

Cont'd...

Due to an oversight, the contractor, Dufferin Construction Company, has just now invoiced the City of Hamilton for works completed in 1986; however, the applicable road accounts have been closed.

For the Committee's information, the invoice was based on 1986 unit prices and submitted with no interest charges.

TGE:sw

cc: E. Matthews, City Treasurer
Att: B. Hotrum

cc: J. J. Schatz, Secretary
Executive Committee

FOR ACTION

19(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 November 29
COMM FILE:
DEPT FILE: S726-82
I.D. 0246D(76)

SUBJECT

Additional Cost Sharing - "Leggett Crescent"
Subdivision Agreement, Hamilton

RECOMMENDATION

(a) That the City's share of the cost of curbs, sidewalks and final roads as adopted by City Council on August 30, 1988 as Item 28 of Report 12-88 of the Transport and Environment Committee for "Leggett Crescent" be increased by $7,455.45 to $20,365.45; and,

(b) That the Executive Committee recommend the source of funding for these additional costs.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The City's share, including the additional expenditures for this development, would be charged as follows:

Type of Work	Previously Approved Amount	Amounts Now Required
Sidewalks and Curbs	$2,645.00	$ 4,554.00
Final Roads	$7,360.00	$14,056.45
Catch Basins and Connections	$2,530.00	$ 1,380.00
Street Lighting	$ 375.00	$ 375.00

BACKGROUND

Item 28 of Report 12-88 of the Transport and Environment Committee, as adopted by City Council on August 30, 1988, recommended that a Subdivision Agrement be entered into between the City of Hamilton and the owners of the lands. The present owners of these lands are W. & C. Thompson.

For the Committee's information, the additional funds are required due to higher than anticipated tender unit prices.

JG:cab.

c.c. E. Matthews, City Treasurer Att: B. Hotrum
J. J. Schatz, Secretary, Executive Committ

FOR ACTION

19(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 November 25
COMM FILE: 3-11-4
DEPT FILE: S726-84
I.D. 0246D(63)

SUBJECT

Severance Application H-150-88, Upper Wellington Street, Hamilton.

RECOMMENDATIONS

a) That the submitted schedules for the estimated cost of services in the amount of $169,119.51 for Severance Application H-150-88, which is located south of Stone Church Road and east of Upper Wellington Street, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Modified Subdivision Agreement with the owner;

b) That the approval of the above clause be subject to the condition that no work be commenced until the Modified Subdivision Agreement has been registered;

c) That in the event the Subdivider wishes to proceed prior to the registration of the Modified Subdivision Agreement, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing;

d) That the City Solicitor be authorized and directed to prepare the appropriate By-law(s) to establish Parts 7, 9 and 10 on the Reference Plan as prepared by J. P. Nouwens, O.L.S., as a City road allowance. The said By-law(s) for these lands is (are) to be registered following the registration of the Modified Subdivision Agreement for Severance Application H-150-88, Upper Wellington Street, Hamilton;

e) That the City Solicitor be directed to apply to the Regional Municipality of Hamilton-Wentworth for approval to establish the extension of Dragoon Drive (Parts 7, 9 and 10 on the Reference Plan as prepared by J. P. Nouwens, O.L.S.), pursuant to Section 48(3) of The Regional Municipality of Hamilton-Wentworth Act;

f) That the City Solicitor be instructed to accept the deeds for Parts 7, 9 and 10 on the Reference Plan as prepared by J. P. Nouwens, O.L.S., for roadway purposes in accordance with the approval of the severance;

g) That the City Solicitor be authorized and directed to prepare the appropriate By-law(s) to incorporate the 0.30 m reserves known as Block "72" on Plan 62M-577 into the Brigade Drive and Bonaparte

Cont'd...

Severance Application H-150-88, Upper Wellington Street, Hamilton

Cont'd...

Way road allowances and Block "118" on a plan known as "Wellington Chase - Phase 3" into the Dragoon Drive road allowance once this plan is registered; and,

h) That the City's share of the cost of services for the development ($9,946.26) be approved,and that the Executive Committee recommend the source of funding for this project.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies.

The estimated City share for the cost of services to be installed in this development is as follows:

Type of Work	Amount to be Financed
Sidewalks	$1,717.60
Roadways	$7,627.50
Sodding and Restoration	$ 601.16
TOTAL CITY SHARE	$9,946.26

A portion of the City's share for sidewalks, sodding and restoration ($2,318.76) is for works fronting the City-owned cemetery on Upper Wellington Street. The remainder of the City's share ($7,627.50) is for extra-strength asphalt on Dragoon Drive. These expenditures are non-recoverable. The Subdivider's share of the cost of services is estimated to be $159,173.25.

BACKGROUND

The Land Division Committee granted conditional approval to the severance of the subject lands on September 13, 1988.

A condition of approval required that the land owners enter into Modified Subdivision Agreements with the City to provide for the installation of services.

The present owner of these lands is Wellington Chase Inc.

Cont'd...

Severance Application H-150-88, Upper Wellington Street, Hamilton

Cont'd...

Copies of the Engineer's estimates, Schedule "G" as prepared by Urbex Management Limited, and copies of the Reference Plan as prepared by J. P. Nouwens, O.L.S., have been submitted to Regional Engineering for approval.

Part 1 on the attached plan is for a future commercial development, Part 2 is for future apartments, Part 3 is for a townhouse development, Parts 4 and 5 are single-family residential, Parts 6 and 8 are a road widening to the Region, and Parts 7, 9 and 10 are for the road allowance for the extension of Dragoon Drive.

CAU:cab.
Encl.

c.c. J. Schatz, Secretary, Executive Committee
E. Matthews, City Treasurer
B. Hotrum, Treasury Department
M. A. Chidley, Regional Surveyor
K. A. Rouff, City Solicitor

19(a)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 November 29
COMM FILE: 3.11-4
DEPT FILE: S708-48
ID#0043D (39)

SUBJECT:

Plan of Subdivision for "Clerico Court", Hamilton.

RECOMMENDATION

a) That the submitted schedules for the estimated cost of services in "Clerico Court", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement. These lands are located south of King Street East and west of Mount Albion Road. The total estimated City servicing costs for this development are $81,732.50;

b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered;

c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and,

d) That the City's share of the cost of services for the development ($11,557.00) be approved, and that the Executive Committee recommend the source of funding for the project.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies.

Cont'd...

Plan of Subdivision for "Clerico Court", Hamilton.

Cont'd...

The estimated City share for the cost of services to be installed in "Clerico Court" is as follows:

TYPE OF WORK	AMOUNT TO BE FINANCED
Catch Basins and Connections	$ 2,230.00
Sidewalks and Curbs	$ 860.00
Finished Road	$ 6,455.00
Dead End Barricades	$ 1,115.00
Boulevard Sodding	$ 897.00
TOTAL CITY SHARE =	$11,557.00

The City share of $11,557.00 is associated with services adjacent to the north side of Hixon Road. These lands are City owned parklands.

The Subdivider's share of the estimated cost of the City services is $70,175.50.

For the Committee's information, sidewalks will not be installed on Clerico Court. This is in accordance with City policy and the estimated cost savings to the Subdivider is $5,600.00.

BACKGROUND

Clause 6(a) of the Tenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on May 27, 1987, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is Frank DeClerico.

Copies of the Engineer's estimates, Schedules "E", "F" and "G", as prepared by William L. Sears & Associates Limited, and copies of the Final Survey Plan as prepared by J. David Peters, O.L.S., have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of five (5) lots for single-family residential use. One of the lots contains an existing dwelling.

DC:sw

cc: J. Schatz, Secretary, Executive Committee
cc: E. Matthews, City Treasurer
cc: B. Hotrum, Treasury Department

F O R A C T I O N

19(e)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 November 25
COMM FILE: 3-11-4
DEPT FILE: S716-19
I.D. 0246D(55)

SUBJECT

Additional funding for "Paradise Green" Subdivision, Hamilton.

RECOMMENDATION

a) That the appropriation for the City's share in the amount of $21,079.00 as adopted by City Council on January 28, 1986 as Item 14(f) of the 3rd Report of the Transport and Environment Committee, for the cost of services for "Paradise Green" located north of Stone Church Road and west of Upper Paradise Road, be increased in the amount of $19,278.51; and,

b) That the Executive Committee recommend the source of funding.

G. S. Spencer
Commissioner of Engineering

FINANCIAL CONSIDERATIONS

The following cost breakdown is for services along Guildwood Drive adjacent to City Parklands, and is in accordance with standard City cost-sharing policies:

Type of Work	Amount to be Financed
Storm and Sanitary Sewers	$ 9,483.55
Watermain and Appurtenances	$ 2,615.27
Excavation and Grading	$ 599.68
Catch Basins and Connections	$ 2,031.27
Roadways	$ 3,798.74
Street Lighting	$ 750.00
TOTAL CITY SHARE	$19,278.51

BACKGROUND

Paradise Green Subdivision has been processed and approved, but to the west of Guildwood Drive, approximately 40 m of frontage was privately owned and the owner of Paradise Green paid for the services along this frontage.

Cont'd...

Additional Funding for "Paradise Green" Subdivision, Hamilton

Cont'd...

Subsequent to the registration of Paradise Green, the land west of Guildwood Drive developed in Novoco Gardens, and the lands adjacent to the aforementioned 40 m were conveyed to the City of Hamilton for park purposes without compensation.

There was no provision made for the conveyance to compensate either the owners of Novoco Gardens or Paradise Green for services on Guildwood Drive adjacent to this park.

It is City policy to pay for services adjacent to to City Parklands.

As this was not done on this park because of the sequence of development, it is our opinion that the City should compensate the owners of Paradise Green for services abutting Block 102, Novoco Gardens, in the amount of $19,278.51.

CAU:cab.
Encl.

c.c. J. Schatz, Secretary, Executive Committee
E. Matthews, City Treasurer
B. Hotrum, Treasury Department
D. J. Consoli, Treasury Department

20.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 November 10
COMM FILE: 3-15.2
DEPT FILE: T104-88
ID#0043D (11)

SUBJECT:

Riverdale East Neighbourhood Road Access Increased Costs

RECOMMENDATION

That the Transport and Environment Committee recommend to the Executive Committee that increased costs in the amount of $68,000.00 from $377,000.00 to $445,000.00 for the extension of Bow Valley Drive to Queenston Road as provided for in the 1988 portion of the 1988-1992 Capital Budget as Project No. 38003, be approved.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above recommendations.

BACKGROUND

The 1988-1992 Capital Budget includes an item for the increased costs necessary for the construction of the roadway, sidewalks and curbs on the extension of Bow Valley Drive to Queenston Road. The project was first estimated in late 1985 and since then increases have occurred in the construction industry. We anticipate all the land necessary for the road allowance to be acquired by mid December with construction on the sewers and watermains to commence in February or March 1989 and the roadwork as soon as possible after this work is complete. The total estimated cost for the roadwork with the additional amount is $445,000.00

RPM:sw

cc: E. C. Matthews, Treasurer
Att: B. Hotrum

cc: J. Schatz, Secretary
Executive Committee

FOR ACTION

21.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 November 17
COMM FILE: 3-15.2
DEPT FILE: T104-88
ID#0043D (14)

SUBJECT:

Storm Drainage Projects

RECOMMENDATION

a) That the Transport and Environment Committee recommend to the Executive Committee that the construction of storm water control dams in the Chateau Court - Scenic Drive area and the Stone Church Road - Dartnall Road area and the interception of storm drainage in the area of Chedoke Golf Course be proceeded with at an estimated gross cost of $180,000.00 as provided for in the 1988 portion of the 1988 - 1992 Capital Budget as Project No. 38004.

b) That the Treasurer be requested to recommend to the Executive Committee the amount and source of funds to be provided for this Capital Project.

G S Spencer

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above recommendations.

BACKGROUND

The 1988 - 1992 Capital Budget includes an item for construction of two storm water control dams in the Chateau Court - Scenic Drive area and the Stone Church Road - Dartnall Road area and the interception of storm drainage in the area of Chedoke Golf Course. The dams will provide flood control by restricting the flow of storm water during heavy runoff periods. The dams will regulate the flow of water to prevent damage to properties downstream from the projects. The 1986 Current Budget included $10,000.00 for the design of these drainage works. The works were approved by the Transport and Environment Committee on February 3, 1986.

The Engineering Department has met with residents in the area of the Chateau Court - Scenic Drive project. The residents are opposed to the construction of the dam in that location. Alternatives are being reviewed at the present time.

Cont'd...

Storm Drainage Projects

Cont'd...

The installation of four catch basins and associated drains will alleviate a flooding problem which occurs after heavy rainfall periods in the area of the Chedoke Golf Course. The locations of the proposed works are shown on the attached plans.

RPM:sw

cc: E. C. Matthews, City Treasurer
Att: B. Hotrum

cc: J. Schatz, Secretary
Executive Committee

22.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 November 28
COMM FILE: 3-11.4 &
3-11.8
DEPT FILE: E205-05
ID#0244D (29)

SUBJECT:

"FLAT RATE" Policy for the Recovery of City Servicing Costs Associated with 0.3m Reserves.

RECOMMENDATION

That the "FLAT RATE" fee for the recovery of Municipal Service Costs associated with Reserves in the City of Hamilton, established under the policy adopted by City Council on September 30, 1986, shall remain at the present rate of $ 305.00 per metre and shall stay in effect for the year of 1989.

G. S. Spencer
Commissioner of Engineering

BACKGROUND

On September 30, 1986, City Council adopted a "FLAT RATE" policy for the recovery of municipal service costs along 0.3m reserves that were conveyed through new plans of subdivision or established by the City in association with new developments outside of plans of subdivision. The "flat rate" established at that time was $275.00 per metre frontage along the reserve.

ANALYSIS

At the time when the "flat rate" policy for the recovery of service costs along 0.3m reserves was established, one of the resolutions which was adopted, required a review of the rate every January and a decision would be made by Council if the rate would be changed to reflect increased construction costs.

Continued ...

Continued ...

"FLAT RATE" Policy for the Recovery of City Servicing Costs Associated with 0.3m Reserves.

Staff have reviewed the construction tender documents for approximately (20) of the new plans of subdivision developed in Hamilton during the past 12 months and have determined that the "FLAT RATE" should not be increased for the year of 1989. The costs for City services have remained fairly constant during the past year and as a result the overall average cost of City services has not changed.

We are recommending that the "flat rate" for 1989 remain at the present rate of $ 305.00 / metre. The rate is based on the average construction costs for roads, curbs, sidewalks, engineering and inspection fees, street lighting, street trees and related services that Subdividers are normally required to install. The "flat rate" will be applied to all recoveries made after January 1, 1989, where there are outstanding City servicing costs associated with Reserves created since this policy went into effect.

For the Committee's information, there will be no increase, over the established rate of $305.00 per metre, for 1989. It is our opinion that the "Flat Rate Fee" which was established on January 1, 1988, still accurately reflects the average costs for constructing City services today.

DVC:tlj

cc: D. Consoli, City Treasury
cc: D. Powers, City Solicitor's Office

23.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 November 28
COMM FILE: 3-15.2
DEPT FILE: T104-89
ID#0043D

SUBJECT:

1989-1993 Capital Budget
Transportation Services

RECOMMENDATION

That the attached be approved for inclusion in the 1989-1993 Capital Budget.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

The attached Capital Budget Submission Forms indicate the proposed Capital Budget Program for 1989-1993 for Transportation Services. The program includes the following.

1. Reconstruction of Roads, Curbs, Sidewalks and Alleys 1989 - $8,200,000.00. The proposed program for 1989 is part of a 10 year program started in 1981 to attempt to eliminate the backlog of now-deficient roads in the City. The original program was approved by the Capital Budget Committee in 1980.

Cont'd...

1989-1993 Capital Budget
Transportation Services

Cont'd...

2. New Project - Albright Road Extension -$104,000.00. Within the Vincent/Red Hill Neighbourhoods, the construction of a two lane finished road, curbs and sidewalks is proposed. The completion of the portion of Albright Road over ravine lands in conjunction with the portion to be built under a subdivision agreement will improve access to the schools and to the recreation centre in the area.

3. Provision of City's Share of Services - 1989 - $2,500,000.00. During 1988, approximately $2,500,000 was utilized for this item. Since development is expected to continue at the same rate in 1989, it would be expedient to include this amount in the Budget. This allowance is to pay for servicing costs adjacent to City-owned lands, oversize roads and recovery items associated with subdivisions.

4. New project - Catch Basins and Connections Various Locations - $140,000.00. To cover the City's share of costs associated with planned Regional storm sewer installations at various locations. The City's share of costs cover the catch basins and connections to the main sewer.

5. Municipal Services - Owner's Share 1989
- $575,000
Construction of roads, curbs, sidewalks and alleys at various locations as local improvements.

6. Municipal Services - City's Share 1989
- $500,000

City's Share of above-noted projects.

7. Municipal Services - Owner's Share 1989 - $910,000, Owner's Share of local improvements in Industrial Subdivisions. This is to cover the cost of construction of road and curbs on Dartnall Road south of Rymal Road and on Hambrook Way within the Region's Hamilton Mountain Industrial Park No. 2.

8. Municipal Services - City's Share 1989 - $195,000. This is to cover the City's Share of locals in the Region's Hamilton Mountain Industrial Park No. 2.

9. The reconstruction of the Mary Street Bridge over CN Rail has been deleted since it is now proposed to be reconstructed in conjunction with the Perimeter Road.

RPM:jd

cc: E. C. Matthews, City Treasurer Attention: Mr. B. Hotrum
Mr. J. J. Schatz, Secretary, Executive Committee

City of Hamilton
Treasury

1989-1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER:

   (b) PROJECT NAME: 1990 Reconstruction Program

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Reconstruction of roads, curbs, sidewalks & alleys at various locations due to their deteriorated condition.

4. (a) PROJECT STARTING DATE: 1990

   (b) PROJECT FINISHING DATE: 1991

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1990

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 9,020,000

   (b) SUBSIDIES AND OTHER RECEIPTS: $ 3,150,000

   (c) CITY'S COST: $ 5,870,000

6. (a) YEAR OF EXPENDITURE		NO. OF PERSON YEARS CREATED
- 1989	$	
- 1990	$ 5,870,000	
- 1991	$	
- 1992	$	
- 1993	$	
- 1994 AND AFTER	$	

   (b) TOTAL NUMBER OF PERSON YEARS CREATED: 235

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:
   Backlog of now-deficient roads, etc. will increase to a point where a substantial number of these works will be in a hazardous state.

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES [X] NO [ ]
    IF YES, PLEASE INDICATE FOR WHAT Y'AR 19 [8][7]

E. Spence

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Executive Committee)

88 11 16
Date

Date

City of Hamilton
Treasury

1989-1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER:

   (b) PROJECT NAME: 1991 Reconstruction Program

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Reconstruction of roads, curbs, sidewalks & alleys at various locations due to their deteriorated condition.

4. (a) PROJECT STARTING DATE: 1991

   (b) PROJECT FINISHING DATE: 1992

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1991

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 9,920,000

   (b) SUBSIDIES AND OTHER RECEIPTS: $ 3,470,000

   (c) CITY'S COST: $ 6,450,000

6. (a) YEAR OF EXPENDITURE		NO. OF PERSON YEARS CREATED
- 1989	$	
- 1990	$	
- 1991	$ 6,450,000	
- 1992	$	
- 1993	$	
- 1994 AND AFTER	$	
(b) TOTAL NUMBER OF PERSON YEARS CREATED:		258

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:
   Backing of now-deficient roads etc. will increase to a point where a substantial number of these works will be in a hazardous state.

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES [X] NO [ ]
    IF YES, PLEASE INDICATE FOR WHAT YEAR 19 [8] [7]

R.A. Spencer

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Executive Committee)

88 11 16
Date

Date

City of Hamilton
Treasury

1989-1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER:

   (b) PROJECT NAME: 1992 Reconstruction Program

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Reconstruction of roads, curbs, sidewalks & alleys at various locations due to their deteriorated condition.

4. (a) PROJECT STARTING DATE: 1992

   (b) PROJECT FINISHING DATE: 1993

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1992

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 10,910,000

   (b) SUBSIDIES AND OTHER RECEIPTS: $ 3,810,000

   (c) CITY'S COST: $ 7,100,000

6. (a) YEAR OF EXPENDITURE		NO. OF PERSON YEARS CREATED
- 1989	$	
- 1990	$	
- 1991	$	
- 1992	$ 7,100,000	
- 1993	$	
- 1994 AND AFTER	$	

   (b) TOTAL NUMBER OF PERSON YEARS CREATED: 284

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES [x] NO [ ]
    IF YES, PLEASE INDICATE FOR WHAT YEAR 19[8][7]

E. Lyons

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Executive Committee)

88 11 16
Date

Date

City of Hamilton
Treasury

1989-1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER:

   (b) PROJECT NAME: 1993 Reconstruction Program

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Reconstruction of roads, curbs, sidewalks & alleys at various locations due to their deteriorated condition.

4. (a) PROJECT STARTING DATE: 1993

   (b) PROJECT FINISHING DATE: 1994

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1993

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 12,000,000

   (b) SUBSIDIES AND OTHER RECEIPTS: $ 4,200,000

   (c) CITY'S COST: $ 7,800,000

6. (a) YEAR OF EXPENDITURE		NO. OF PERSON YEARS CREATED
- 1989	$	
- 1990	$	
- 1991	$	
- 1992	$	
- 1993	$ 7,800,000	
- 1994 AND AFTER	$	
(b) TOTAL NUMBER OF PERSON YEARS CREATED:		312

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES [x] NO [ ]
    IF YES, PLEASE INDICATE FOR WHAT YEAR 19 [8][7]

B.A. Spencer

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Executive Committee)

88 11 16

Date

Date

City of Hamilton
Treasury

1989-1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER:

   (b) PROJECT NAME: Provision of City's Share of Services

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:

   To pay for servicing costs adjacent to City-owned lands, oversize roads and recovery items associated with subdivisions.

4. (a) PROJECT STARTING DATE: 1989

   (b) PROJECT FINISHING DATE: 1993

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED:

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $

   (b) SUBSIDIES AND OTHER RECEIPTS: $

   (c) CITY'S COST: $

		NO. OF PERSON YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1989	$ 2,500,000	
- 1990	$ 2,000,000	
- 1991	$ 2,000,000	
- 1992	$ 2,000,000	
- 1993	$ 2,000,000	
- 1994 AND AFTER	$	

   (b) TOTAL NUMBER OF PERSON YEARS CREATED: NIL

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT:

8. ADDITIONAL ANNUAL OPERATING COST: $10,000

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:

   Council would have to change its policy on land development.

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES [^] NO [ ]

    IF YES, PLEASE INDICATE FOR WHAT YEAR 19 [5][6] to present

R.A. Spence

Signature of Department Head/Local Board Manager (for Standing Committee)

88 11 16
Date

Signature of C.A.O. (for Executive Committee)

Date

City of Hamilton
Treasury

1989-1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER:

   (b) PROJECT NAME: Municipal Services - City's Share

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Summary of City's Share of all locals - 1989 Residential.Construction of roads, curbs, sidewalks & alleys at various locations on City initiative and Petition.

4. (a) PROJECT STARTING DATE: 1989

   (b) PROJECT FINISHING DATE: 1990

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1989

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 520,000

   (b) SUBSIDIES AND OTHER RECEIPTS: $ 180,000

   (c) CITY'S COST: $ 340,000

6. (a) YEAR OF EXPENDITURE		NO. OF PERSON YEARS CREATED
- 1989	$ 340,000	
- 1990	$	
- 1991	$	
- 1992	$	
- 1993	$	
- 1994 AND AFTER	$	

   (b) TOTAL NUMBER OF PERSON YEARS CREATED: 14

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:
   Backlog of now-deficient works will increase

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES [X] NO [ ]
    IF YES, PLEASE INDICATE FOR WHAT YEAR 19 [8] [7]

G.S. Spencer

Signature of Department Head/Local Board Manager (for Standing Committee)

88 11 16
Date

Signature of C.A.O. (for Executive Committee)

Date

City of Hamilton
Treasury

1989-1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER:

   (b) PROJECT NAME: Municipal Services - City's Share

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Summary of City's Share of all locals - 1990 Residential.
   Construction of roads, curbs, sidewalks & alleys at various locations on City initiative and petition.

4. (a) PROJECT STARTING DATE: 1990

   (b) PROJECT FINISHING DATE: 1991

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1990

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 575,000

   (b) SUBSIDIES AND OTHER RECEIPTS: $ 200,000

   (c) CITY'S COST: $ 375,000

6. (a) YEAR OF EXPENDITURE		NO. OF PERSON YEARS CREATED
- 1989	$	
- 1990	$ 375,000	
- 1991	$	
- 1992	$	
- 1993	$	
- 1994 AND AFTER	$	
(b) TOTAL NUMBER OF PERSON YEARS CREATED:		15

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:
   Backlog of now-deficient works will increase.

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES [x] NO [ ]
    IF YES, PLEASE INDICATE FOR WHAT YEAR 19 [8][7]

R.A. Spencer

Signature of Department Head/Local Board Manager (for Standing Committee)

88 11 16
Date

Signature of C.A.O. (for Executive Committee)

Date

City of Hamilton
Treasury

1989-1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER:

   (b) PROJECT NAME: Municipal Services - City's Share

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Summary of City's Share of all locals - 1991 Residential.
   Construction of roads, curbs, sidewalks & alleys at various
   locations on City initiative and petition.

4. (a) PROJECT STARTING DATE: 1991

   (b) PROJECT FINISHING DATE: 1992

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1991

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 630,000

   (b) SUBSIDIES AND OTHER RECEIPTS: $ 220,000

   (c) CITY'S COST: $ 410,000

		NO. OF PERSON YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1989	$	
- 1990	$	
- 1991	$ 410,000	
- 1992	$	
- 1993	$	
- 1994 AND AFTER	$	
(b) TOTAL NUMBER OF PERSON YEARS CREATED:		16

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:
   Backlog of now deficient works will increase.

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES [x] NO [ ]
    IF YES, PLEASE INDICATE FOR WHAT YEAR 19[8][7]

G.L. Greene

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Executive Committee)

88 11 16
Date

Date

City of Hamilton
Treasury

1989-1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER:

   (b) PROJECT NAME: Municipal Services - City's Share.

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Summary of City's Share of all locals - 1992 Residential
   Construction of roads, curbs, sidewalks & alleys at various
   locations on City initiative and petition.

4. (a) PROJECT STARTING DATE: 1992

   (b) PROJECT FINISHING DATE: 1993

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1992

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 695,000

   (b) SUBSIDIES AND OTHER RECEIPTS: $ 320,000

   (c) CITY'S COST: $ 375,000

		NO. OF PERSON YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1989	$	
- 1990	$	
- 1991	$	
- 1992	$ 375,000	
- 1993	$	
- 1994 AND AFTER	$	
		15

   (b) TOTAL NUMBER OF PERSON YEARS CREATED: NIL

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT:

8. ADDITIONAL ANNUAL OPERATING COST: $

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:
   Backlog of now deficient works will increase.

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES [X] NO [ ]
    IF YES, PLEASE INDICATE FOR WHAT YEAR 19 [8] [ ]

G.A. Spencer

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Executive Committee)

88 11 16

Date

Date

City of Hamilton
Treasury

1989-1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER:

   (b) PROJECT NAME: Municipal Services - City's Share

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Summary of City's Share of all locals - 1993 Residential.
   Construction of roads, curbs, sidewalks & alleys at various
   locations on City initiative and petition.

4. (a) PROJECT STARTING DATE: 1993

   (b) PROJECT FINISHING DATE: 1994

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1993

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 765,000

   (b) SUBSIDIES AND OTHER RECEIPTS: $ 270,000

   (c) CITY'S COST: $ 495,000

6. (a) YEAR OF EXPENDITURE		NO. OF PERSON YEARS CREATED
- 1989	$	
- 1990	$	
- 1991	$	
- 1992	$	
- 1993	$ 495,000	
- 1994 AND AFTER	$	
(b) TOTAL NUMBER OF PERSON YEARS CREATED:		20

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:
   Backlog of now-deficient works will increase.

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES [X] NO [ ]
    IF YES, PLEASE INDICATE FOR WHAT YEAR 19 [8][7]

R.L. Goeman
Signature of Department Head/Local Board Manager (for Standing Committee)

88 11 16
Date

Signature of C.A.O. (for Executive Committee)

Date

City of Hamilton
Treasury

1989-1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER: Municipal Services - Owner's Share

   (b) PROJECT NAME:

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Summary of Owner's Share of all locals - 1989 Residential
   Construction of roads, curbs, sidewalks & alleys at various
   locations on City initiative and petition.

4. (a) PROJECT STARTING DATE: 1989

   (b) PROJECT FINISHING DATE: 1990

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1989

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 605,000

   (b) SUBSIDIES AND OTHER RECEIPTS: $ 50,000 COM. 210,000 R.S.

   (c) CITY'S COST: $ 345,000

		NO. OF PERSON YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1989	$ 345,000	
- 1990	$	
- 1991	$	
- 1992	$	
- 1993	$	
- 1994 AND AFTER	$	

   (b) TOTAL NUMBER OF PERSON YEARS CREATED: 14

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:
   Backlog of now-deficient works will increase.

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES [X] NO [ ]
    IF YES, PLEASE INDICATE FOR WHAT YEAR 19 [8][7]

G S Spencer

Signature of Department Head/Local Board Manager (for Standing Committee)

88 11 16
Date

Signature of C.A.O. (for Executive Committee)

Date

City of Hamilton
Treasury

1989–1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER:

   (b) PROJECT NAME: Municipal Services - Owner's Share

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Summary of Owner's Share of all locals - 1990 Residential.
   Construction of roads, curbs, sidewalks & alleys at various
   locations on City initiative and petition.

4. (a) PROJECT STARTING DATE: 1990

   (b) PROJECT FINISHING DATE: 1991

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1990

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 660,000

   (b) SUBSIDIES AND OTHER RECEIPTS: $ 55,000 COM. 230,000 R.S.

   (c) CITY'S COST: $ 375,000

		NO. OF PERSON YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1989	$	
- 1990	$ 375,000	
- 1991	$	
- 1992	$	
- 1993	$	
- 1994 AND AFTER	$	

   (b) TOTAL NUMBER OF PERSON YEARS CREATED: 15

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:
   Backlog of now-deficient works will increase.

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES [X] NO [ ]
    IF YES, PLEASE INDICATE FOR WHAT YEAR 19 [8][7]

A.D. Spencer

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Executive Committee)

88 11 16

Date

Date

City of Hamilton
Treasury

1989-1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER:

   (b) PROJECT NAME: Municipal Services - Owner's Share

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Summary of Owner's Share of all locals - 1991 Residential
   Construction of roads, curbs, sidewalks & alleys at various
   locations on City initiative and petition.

4. (a) PROJECT STARTING DATE: 1991

   (b) PROJECT FINISHING DATE: 1992

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1991

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 730,000

   (b) SUBSIDIES AND OTHER RECEIPTS: $ 60,000 COM. 255,000 R.S.

   (c) CITY'S COST: $ 415,000

		NO. OF PERSON YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1989	$	
- 1990	$	
- 1991	$ 415,000	
- 1992	$	
- 1993	$	
- 1994 AND AFTER	$	

   (b) TOTAL NUMBER OF PERSON YEARS CREATED: 17

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:
   Backlog of now-deficient works will increase.

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES [X] NO [ ]
    IF YES, PLEASE INDICATE FOR WHAT YEAR 19 [8][7]

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Executive Committee)

88 11 16
Date

Date

City of Hamilton
Treasury

1989-1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER:

   (b) PROJECT NAME: Municipal Services - Owner's Share

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Summary of Owner's Share of all locals - 1992 Residential
   Construction of roads, curbs, sidewalks & alleys at various
   locations on City initiative and petition.

4. (a) PROJECT STARTING DATE: 1992

   (b) PROJECT FINISHING DATE: 1993

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1992

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 800,000

   (b) SUBSIDIES AND OTHER RECEIPTS: $ 64,000 COM. 280,000 R.S.

   (c) CITY'S COST: $

		NO. OF PERSON YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1989	$	
- 1990	$	
- 1991	$	
- 1992	$ 456,000	
- 1993	$	
- 1994 AND AFTER	$	

   (b) TOTAL NUMBER OF PERSON YEARS CREATED: 18

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:
   Backlog of now-deficient works will increase.

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES [X] NO [ ]
    IF YES, PLEASE INDICATE FOR WHAT YEAR 19 [8][7]

G.S. Spencer

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Executive Committee)

88 11 16
Date

Date

City of Hamilton
Treasury

1989-1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER:

   (b) PROJECT NAME: Municipal Services - Owner's Share

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Summary of Owner's Share of all locals - 1993 Residential Construction of roads, curbs, sidewalks & alleys at various locations on City initiative and petition.

4. (a) PROJECT STARTING DATE: 1993

   (b) PROJECT FINISHING DATE: 1994

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1993

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $880,000

   (b) SUBSIDIES AND OTHER RECEIPTS: $ 70,000 COM. 308,000 R.S.

   (c) CITY'S COST: $502,000

			NO. OF PERSON YEARS CREATED
6. (a)	YEAR OF EXPENDITURE - 1989	$	
	- 1990	$	
	- 1991	$	
	- 1992	$	
	- 1993	$ 502,000	
	- 1994 AND AFTER	$	
			20

   (b) TOTAL NUMBER OF PERSON YEARS CREATED:

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:
   Backlog of now-deficient works will increase.

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES [X] NO [ ]
    IF YES, PLEASE INDICATE FOR WHAT YEAR 19 [87]

R.S. Spence

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Executive Committee)

88 11 16
Date

Date

City of Hamilton
Treasury

1989-1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER:

   (b) PROJECT NAME: Catch basin and drain construction

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Construction of catch basins and associated drains in conjunction with proposed Regional local improvement sewer works on Glover Road, Alderson Drive, Christie Street, Malton, Drive, Chester Avenue and Christopher Drive.

4. (a) PROJECT STARTING DATE: 1989

   (b) PROJECT FINISHING DATE: 1990

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED: 1989

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 140,000

   (b) SUBSIDIES AND OTHER RECEIPTS: $

   (c) CITY'S COST: $ 140,000

		NO. OF PERSON YEARS CREATED
6. (a) YEAR OF EXPENDITURE - 1989	$ 140,000	
- 1990	$	
- 1991	$	
- 1992	$	
- 1993	$	
- 1994 AND AFTER	$	
(b) TOTAL NUMBER OF PERSON YEARS CREATED:		6

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $ 1,700

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:
   Delay in reduction of local flooding during heavy rainstorms.

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES ☐ NO ☒
    IF YES, PLEASE INDICATE FOR WHAT YEAR 19 ☐☐

B Spencer

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Executive Committee)

88 11 16

Date

Date

City of Hamilton
Treasury

1989-1993 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: ENGINEERING

2. (a) PROJECT NUMBER:

   (b) PROJECT NAME: Replacement of Valley Inn Road Bridge.

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Replacement of Valley Inn Road Bailey Bridge with a culvert - Grindstone Creek

4. (a) PROJECT STARTING DATE:

   (b) PROJECT FINISHING DATE:

   (c) YEAR ONTARIO MUNICIPAL BOARD APPROVAL REQUIRED:

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 575,000

   (b) SUBSIDIES AND OTHER RECEIPTS: $ 420,000

   (c) CITY'S COST: $ 155,000

6. (a) YEAR OF EXPENDITURE		NO. OF PERSON YEARS CREATED
- 1989	$	
- 1990	$	
- 1991	$	
- 1992	$	
- 1993	$ 155,000	
- 1994 AND AFTER	$	

   (b) TOTAL NUMBER OF PERSON YEARS CREATED: 6

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $ 1,500

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION BY EXECUTIVE COMMITTEE OR CITY COUNCIL:
   Bridge condition may deteriorate beyond a repairable state.

10. HAVE YOU PRESENTED THIS PROJECT BEFORE? YES [X] NO [ ]
    IF YES, PLEASE INDICATE FOR WHAT YEAR 19 [8][7]

G S Spencer

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Executive Committee)

88 11 16

Date

Date

FOR ACTION

24.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 November 24
COMM FILE:
DEPT FILE: TEC-125(a)-88

SUBJECT: No. 25 Lincoln Street - Reserved Permit Parking Space

RECOMMENDATION:

a) That the existing permit parking regulation on the west side of Lincoln Street commencing 54 feet north of Gordon Street and extending to a point 24 feet northerly therefrom and on the east side of Lincoln commencing 53 feet north of the north curb line of Gordon Street and extending to a point 20 feet northerly therefrom be rescinded; and

b) that the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of removing the permit parking signs.

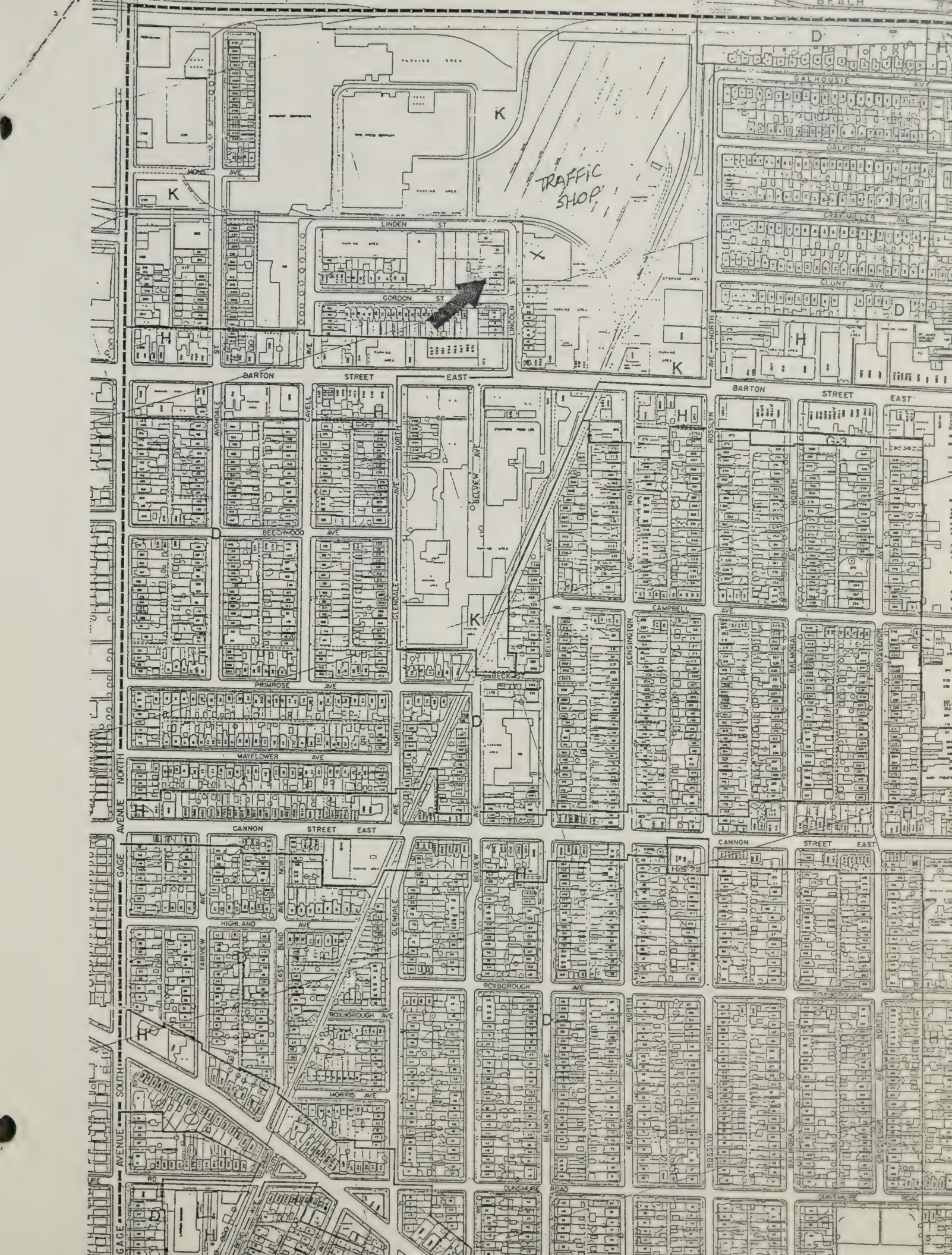
BACKGROUND:

In report TEC-125-88, the Traffic Department reported respecting a request from Ms. C. Penner, 25 Lincoln Street, that a reserved parking space be designated on the street in front of her home since she is handicapped. The request was approved by the City Council on 1988 July 26, and the permit parking signs were erected shortly thereafter. There is an "alternate side parking" regulation on this section of Lincoln Street, and therefore, it was necessary to designate one reserved space on the applicant's side of the street, as well as on the opposite side which is in front of the Traffic Department Operations building.

Following the erection of the permit parking signs in front of her home, Ms. Penner constantly telephoned the By-law Enforcement section and requested enforcement of illegally parked vehicles in this space. However, despite repeated attempts by staff members to clarify the situation, Ms. Penner has refused to purchase a permit (at a cost of $1.00 per month) to exempt her vehicle from the signs in front of her home because she is of the opinion that

her handicapped permit is sufficient. The policy approved by the City Council requires that the applicant posses a valid handicapped permit issued by the Regional Commissioner of Social Services and also, in accordance with the Traffic By-law the applicant must purchase a permit from the Traffic Department in order that the vehicle is registered with the Department and can be exempted from the regulation.

Ms. Penner refuses to purchase a permit from the Traffic Department and has now requested that the signs be removed from in front of her home. The issue of reserving an on-street space in front of this property has resulted in irritation to other residents of the street. Therefore, the Traffic Department concurs with Ms. Penner's request to remove the signs from in front of her home.


TRAFFIC SHOP
BARTON STREET EAST
CANNON STREET EAST
LINDEN ST
GORDON ST
LINCOLN ST
MONS AVE
DALHOUSIE AVE
DALWITH AVE
CRAYMILLER AVE
CLUNY AVE
NORTH AVE
AVONDALE AVE
AVELL AVE
BEECHWOOD AVE
PRIMROSE AVE
MAYFLOWER AVE
BELVIEW AVE
GLENDALE AVE
BECK ST
CAMPBELL AVE
ROSSLYN AVE
KENSINGTON AVE
BELMONT AVE
BALMORAL AVE
GROSVENOR AVE
HIGHLAND AVE
FAIRVIEW AVE
EAST BEND AVE
ROXBOROUGH AVE
HARRIS AVE
DUNSMURE ROAD
GAGE AVENUE NORTH
GAGE AVENUE SOUTH

FOR ACTION

25.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 November 22
COMM FILE:
DEPT FILE: TEC-257-88

SUBJECT: West side of East 25th Street, south of Franklin Road- Request for school bus loading zone.

RECOMMENDATION:

a) That a "school bus loading zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of East 25th Street commencing a point 109 feet south of Franklin Road and extending to a point 80 feet southerly therefrom; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

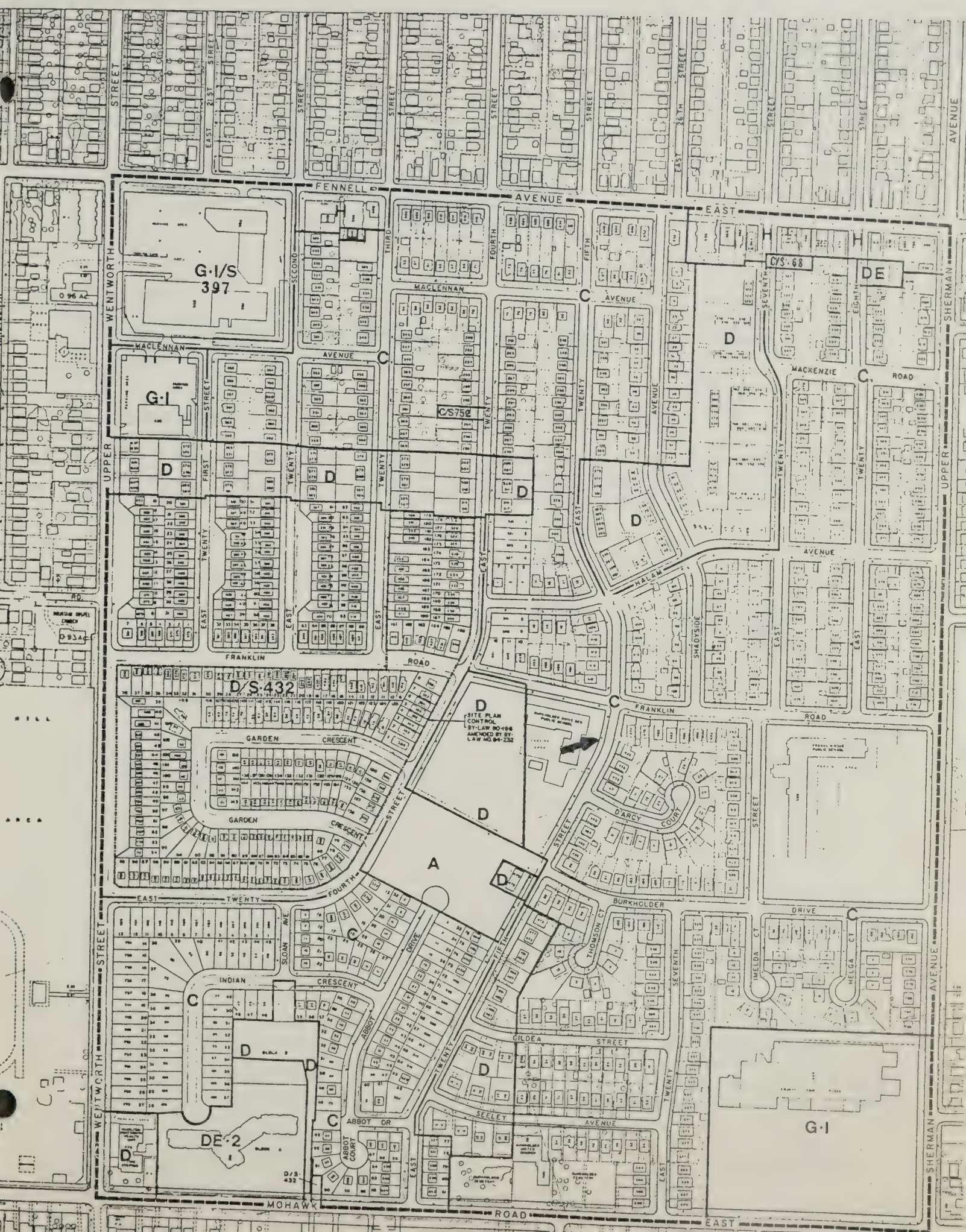
The Traffic Department has received a letter from the Board of Education, for the City of Hamilton requesting that a school bus loading zone to accommodate two school buses be implemented on the west side of East 25th street in front of Burkholder Middle School. Presently, there is unrestricted free parking on both sides of the street in this area.

The public school in question was closed for some time and the "no parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" signs were removed from the school side of the streets surrounding the school. However, Alderman Merling recently informed us that the school had been reopened and the Traffic Department has issued a work order to re-erect the "no parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" signs on East 24th Street, Franklin Road, and East 25th Street adjacent to the school, in accordance with the general

Traffic By-law provision.

Although the school buses will be permitted to stop to load and unload in the "no parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" area in front of the school, the Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and all vehicular traffic must stop in both directions while loading and unloading is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of children is taking place on East 25th Street in front of Burkholder Middle School, the Traffic Department concurs with the request.

All of the homes fronting on this section of East 25th Street have off-street parking provided, and parking has been prohibited on the west side of the street across the frontage of the school property in the past. Therefore, the Traffic Department would not anticipate any parking problems resulting.


FENNELL AVENUE EAST
WENTWORTH STREET
UPPER SHERMAN AVENUE
MACLENNAN AVENUE
MACKENZIE ROAD
FRANKLIN ROAD
MOHAWK ROAD EAST
GARDEN CRESCENT
INDIAN CRESCENT
ABBOT DR
SEELEY AVENUE
CILDEA STREET
BURKHOLDER DRIVE
D'ARCY COURT
THOMSON CT
IMELDA CT
HELGA CT
ABBOT COURT
SHADYSIDE AVENUE
HALLAM
G·I/S 397
G·I
G·I
D/S·432
D/S·432
DE·2
C/S·68
C/S75g
D
SITE PLAN CONTROL BY-LAW 80-196 AMENDED BY BY-LAW NO. 84-232
A
C
H
DE

FOR ACTION

26(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 18
COMM FILE: TEC-239-88
DEPT FILE: 3-9.6

SUBJECT:

Intersection of King Street West and Strathcona Avenue - Request for a School Traffic Officer.

RECOMMENDATION:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the signalized intersection of King Street West and Strathcona Avenue.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are no funds available in the 1988 budget to cover the cost of any additional school traffic officers in the City. However, the Regional Police have advised that the cost of assigning a school traffic officer to this location for the remainder of 1988 would be approximately $1,000.00.

BACKGROUND:

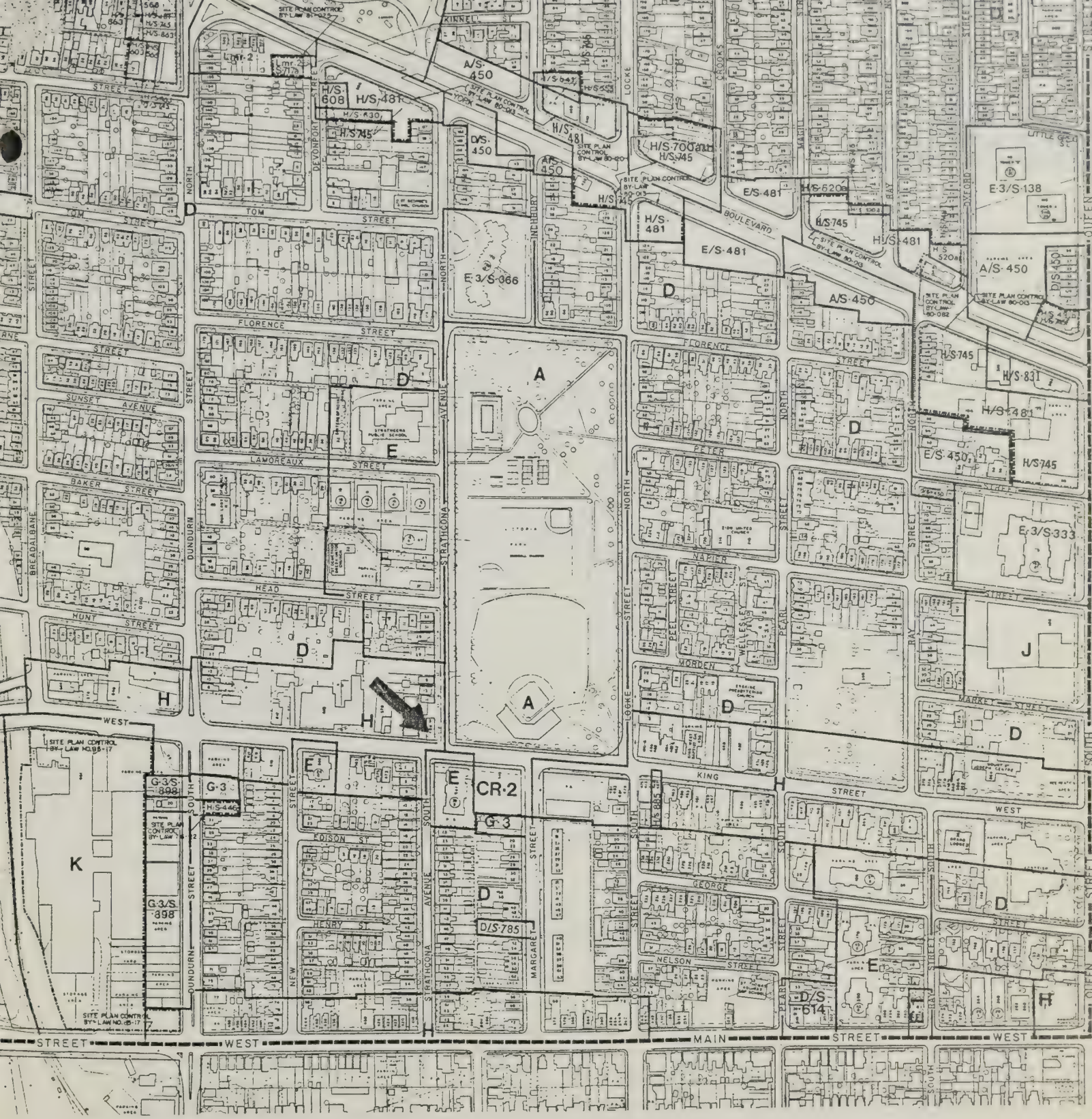
The Traffic Department has received a letter from Mrs. D. Ricketts, 63 Margaret Street, requesting that a school traffic officer be assigned to the signalized intersection of King Street West and Strathcona Avenue. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at this intersection on 1988 October 27th, and observed a total of 49 children crossing Strathcona on the north and south legs of the intersection and a total of 76 children crossing King Street at this intersection. The Regional Police have concluded that the traffic signal provides adequate assistance for the children crossing at this location

and "the children crossed confidently with the traffic signal". The Regional Police have therefore, recommended that a school traffic officer not be assigned to this intersection at this time.

Traffic Department records indicate that there have been no reported pedestrian collisions involving school aged children at this intersection in at least the last seven and a half years. Due to the fact that King Street is operated one-way westerly, and there is only one crosswalk across King on the east leg of the intersection, the only conflict with pedestrians crossing King is the westbound right-turn-on-red movement. However, the total westbound right turn volume from King onto Strathcona was only 86 during the two and one-half hour study by the Regional Police (an average of less than one turn per minute). Therefore, the potential conflict between right turns on red and pedestrians crossing King would be minimal, and in fact the Regional Police did not observe any problems at the intersection.

After reviewing conditions at the intersection, the Traffic Department concurs with the recommendation of the Regional Police Department.


KINNEL STREET
TOM STREET
FLORENCE STREET
SUNSET AVENUE
BAKER STREET
HUNT STREET
LAWREAUX STREET
HEAD STREET
PETER STREET
WALKER STREET
MORDEN STREET
KING STREET
EDISON ST.
HENRY ST.
GEORGE STREET
NELSON STREET
MAIN STREET
BOULEVARD
NORTH DEVONPORT SITE
SOUTH DEVONPORT SITE
DUNDURN STREET
STRATHCONA AVENUE
LOCKE STREET
PEARL STREET
BAY STREET
OXFORD STREET
BREADALBANE STREET
NEW STREET
MARGARET STREET
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-082
SITE PLAN CONTROL BY-LAW NO. 85-17
A/S-450
D/S-450
H/S-481
H/S-745
H/S-700 and H/S-745
H/S-608
H/S-430
H/S-831
H/S-620
E/S-481
E/S-450
E-3/S-366
E-3/S-138
E-3/S-333
D/S-785
D/S-614
G-3/S-898
G-3
CR-2
A
D
E
H
J
K

FOR ACTION

26(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 11
COMM FILE: TEC-236-88
DEPT FILE: 3-9.6

SUBJECT: Intersection of Main Street East and Sherman Avenue- Request for a School Traffic Officer.

RECOMMENDATION:

That no action be taken on the request for a school traffic officer at the signalized intersection of Main Street East and Sherman Avenue at this time.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

The Regional Police have advised that approximately $1000.00 would be required to cover the cost of a assigning a school traffic officer to this intersection for the remainder of 1988, but that there are no funds available for additional school traffic officers at this time.

BACKGROUND:

Alderman Pat Valeriano and Brian Hinkley recently forwarded to the Traffic Department a copy of a petition containing approximately 34 signatures, requesting that a school traffic officer be assigned to the signalized intersection of Main Street East and Sherman Avenue. In accordance with approved procedure this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

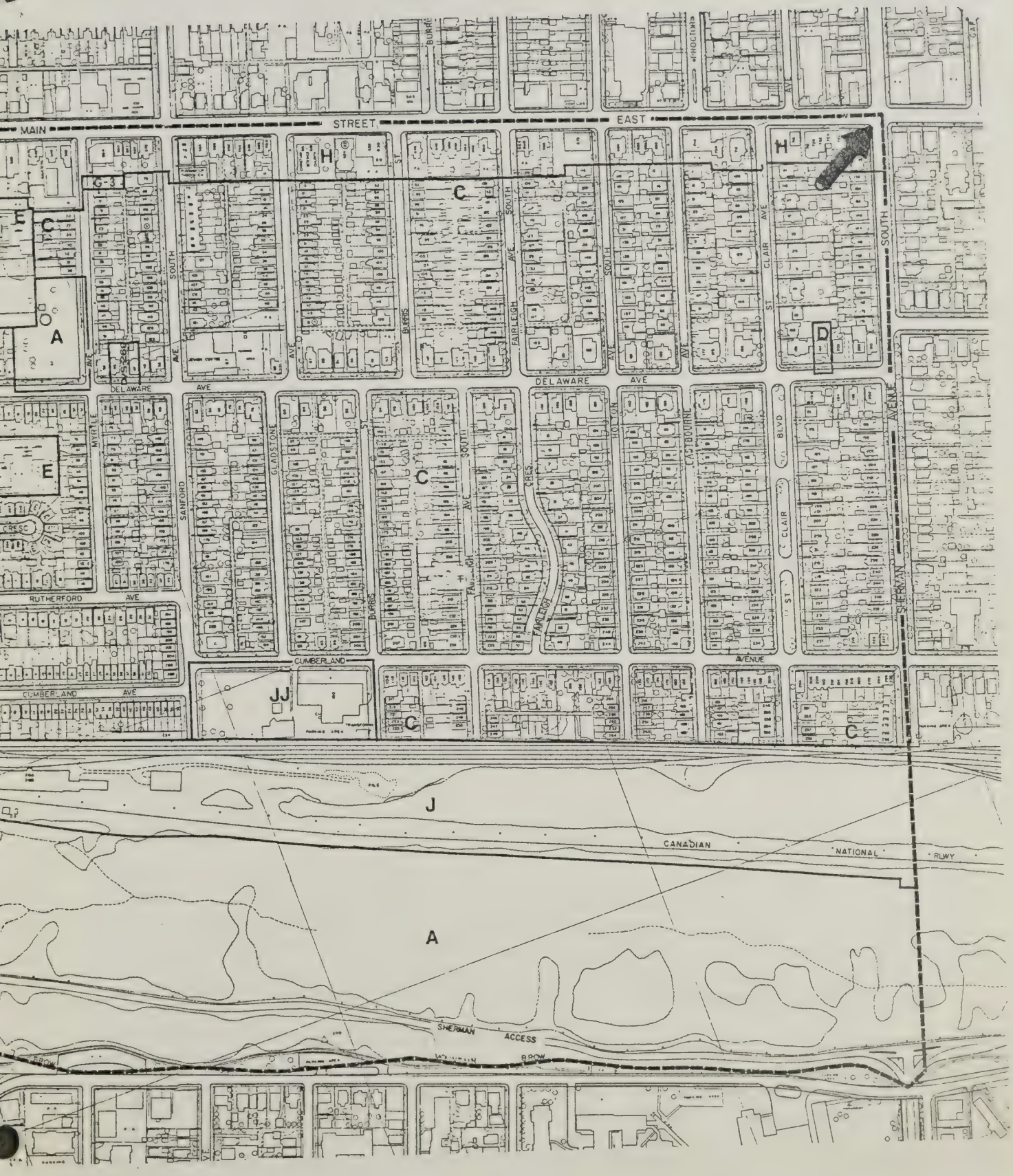
The Regional Police conducted studies at this location on 1988 October 25 and concluded that "although there is a large number of turning vehicles, the children crossed confidently with the walk signals, and were alert to the turning traffic." The Regional Police Department report indicates that "the senior kindergarten and grade one children were accompanied by adults. Even with the assistance of a guard these young children would most likely be escorted to school." Therefore, the Regional Police have recommended that a school traffic officer not be assigned to this intersection at this time.

Traffic Department records indicate that the intersection of Main and Sherman, as well as the intersection of Main and Blake, which is one block east of

Sherman, were studied by the Regional Police on 1983 May 10 and the Transport and Environment Committee, on 1983 June 20, approved the recommendation that a school traffic officer not be assigned to either of these intersections.

Traffic Department records indicate that there have been only two pedestrian collisions involving school age children in the last 8 1/2 years and one of these collisions involved a 9 year old child crossing without the right-of-way. Only one of these collisions occurred during school crossing times.

After reviewing this matter, the Traffic Department concurs with the recommendation of the Regional Police Department.


MAIN
STREET
EAST
DELAWARE
AVE
RUTHERFORD
AVE
CUMBERLAND
AVE
CUMBERLAND
AVENUE
SHERMAN
AVENUE
CLAIR
AVE
ST
BLVD
SOUTH
AVE
ST
CRES
FAIRLEIGH
BURRIS
GLADSTONE
SANFORD
MYRTLE
EASTBOURNE
HOLTON
A
C
D
E
H
J
JJ
CANADIAN
NATIONAL
RLWY
SHERMAN
ACCESS
BROW

FOR ACTION

26(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 3
COMM FILE: TEC-237-88
DEPT FILE: 3-9.6

SUBJECT: Intersection of Charlton Avenue and Walnut Street
- Request for a school traffic officer.

RECOMMENDATION:

That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department;

- a school traffic officer be assigned to the intersection of Charlton Avenue and Walnut Street for the morning and evening school crossing periods only; and

- the Finance Committee be requested to recommend a method of financing $850.00 to cover the cost of assigning a school traffic officer to this intersection for the remainder of 1988.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

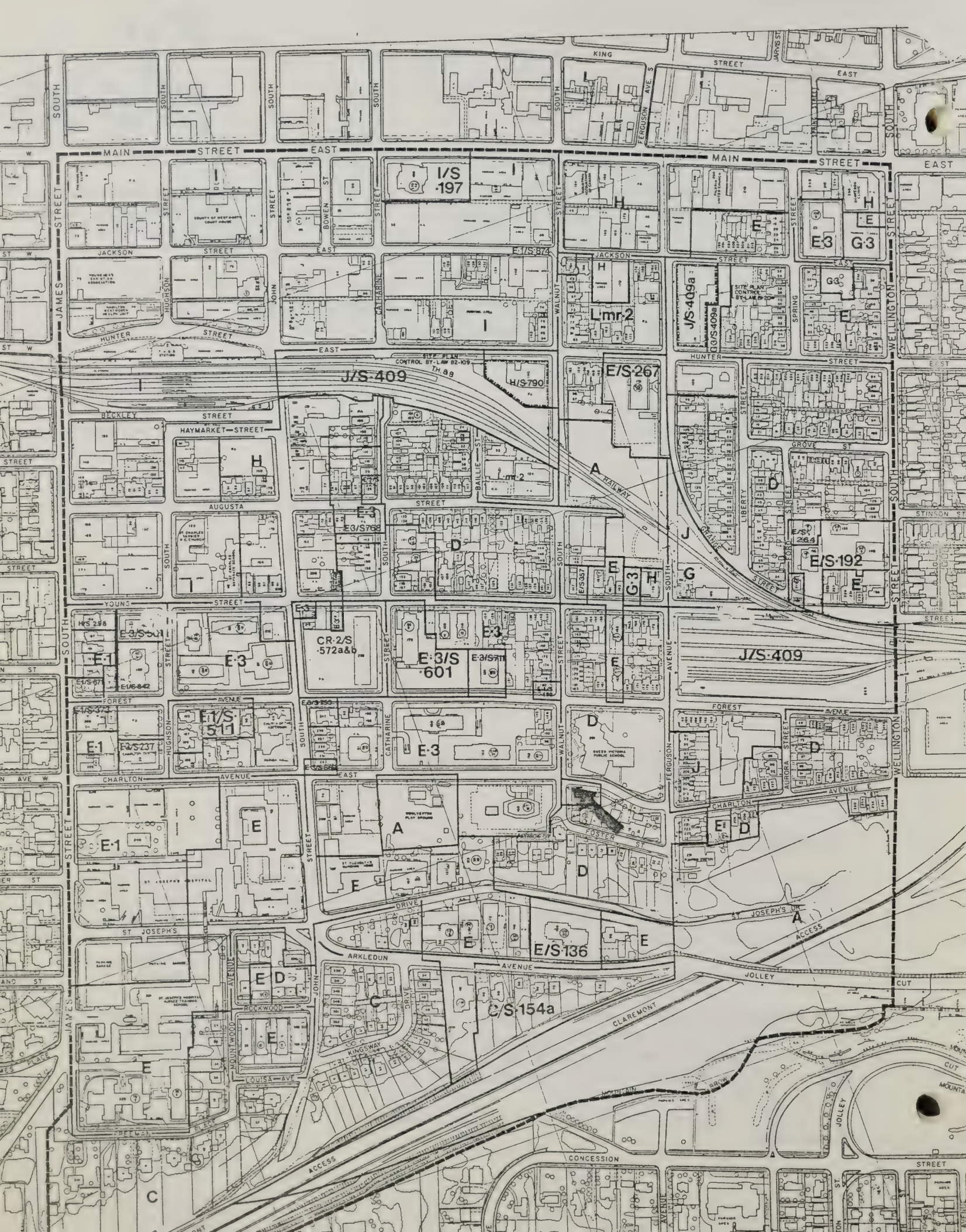
See above.

BACKGROUND:

Alderman Vince Agro recently requested that a study be conducted to determine whether or not a school traffic officer should be assigned to the intersection of Charlton and Walnut. The Traffic Department also received a letter from an area resident requesting that a school traffic officer be assigned to this intersection. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at this intersection on 1988 October 19 and concluded that "although there are only 11 children using the crossing, we must recommend a crossing guard for morning and evening as there were no safe gaps in these periods or an alternative safe route".

The Traffic Department concurs with the recommendation of the Regional Police Department.


MAIN STREET EAST
KING STREET EAST
JAMES STREET SOUTH
JOHN STREET SOUTH
HUGHSON STREET SOUTH
CATHARINE STREET SOUTH
WALNUT STREET SOUTH
BOWEN ST
FERGUSON AVE S
JARVIS ST
WELLINGTON STREET SOUTH
SPRING STREET
LIBERTY STREET
ORANGE STREET
JACKSON STREET EAST
HUNTER STREET EAST
BECKLEY STREET
HAYMARKET STREET
AUGUSTA STREET
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE EAST
GROVE ST
STINSON ST
BAILLIE ST
FOSTER ST
AURORA STREET
ARKLEDUN AVENUE
ROCKWOOD DRIVE
KINGSWAY DRIVE
MOUNTWOOD AVENUE
LOUISA AVE
ST JOSEPH'S DR
ST JOSEPH'S
JOLLEY CUT
CLAREMONT ACCESS
MOUNTAIN BROW
CONCESSION STREET
ACCESS
RAILWAY
I/S-197
E-1/S-874
I/S-409
H/S-790
E/S-267
J/S-409a
G3/S-409a
Lmr-2
E3/S-768
E-3/S-601
CR-2/S-572a&b
E-1/S-511
E/S-192
E/S-136
C/S-154a
E-1
E-3
G-3
H
I
A
D
E
J
G

FOR ACTION

27(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 1
COMM FILE: TEC-235-88
DEPT FILE: 3-9.2

SUBJECT:

North Side of Bendamere Avenue between West 32nd and West 34th Streets-Parking Regulations.

RECOMMENDATION:

a) That a parking prohibition be implemented on the north side of Bendamere Avenue between West 32nd and West 34th Streets; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting, and maintaining the required "No Parking" signs.

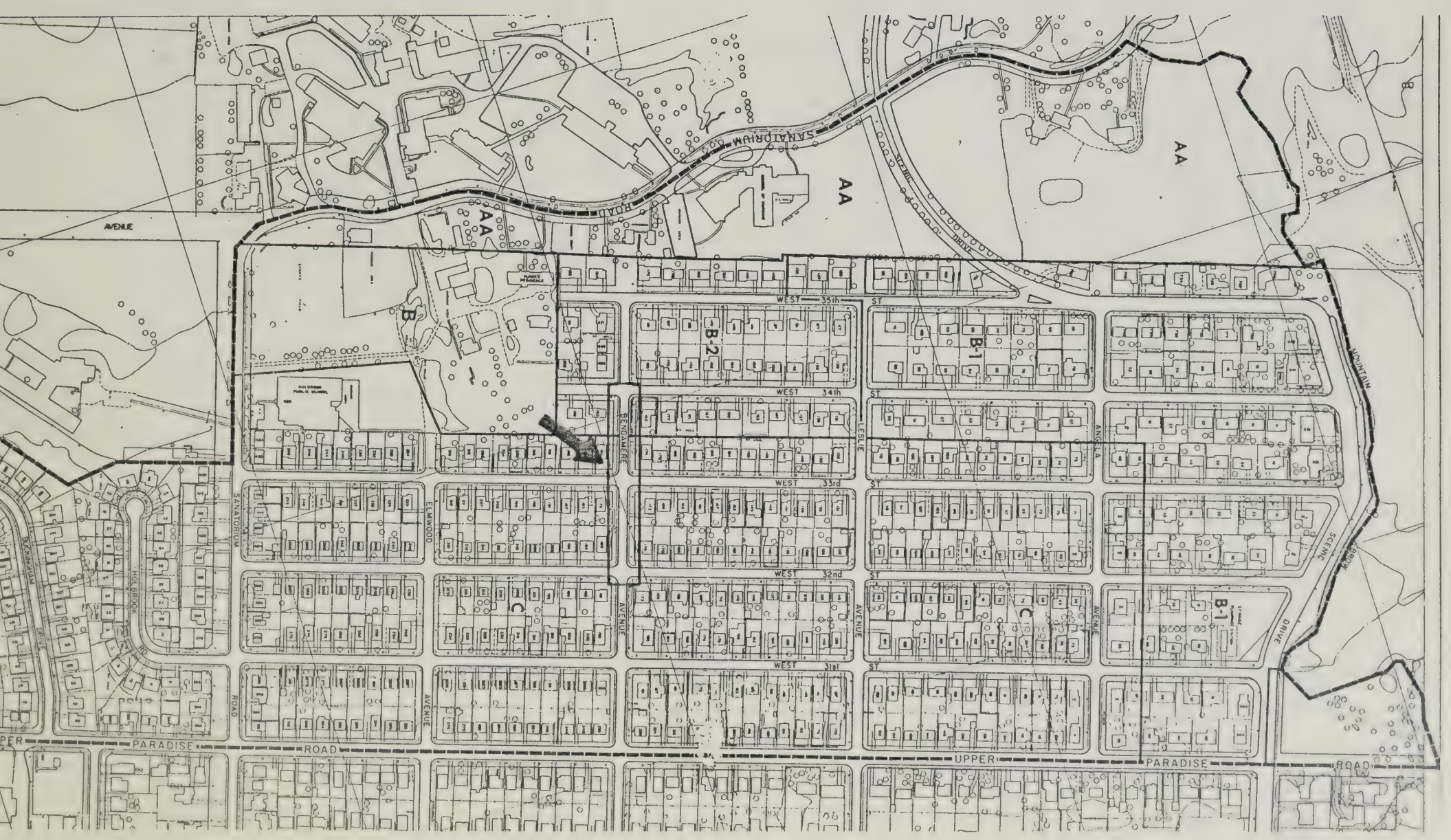
BACKGROUND:

Alderman Tom Murray recently asked the Traffic Department to investigate the possibility of prohibiting parking on one side of Bendamere Avenue in the two block section between West 32nd and West 34th Streets, as a result of receiving complaints regarding parking by students of the Chedoke Campus of Mohawk College.

This section of Bendamere Avenue has a 28 foot pavement width, and presently, there is unrestricted parking on both sides between West 32nd and West 34th. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this in order to facilitate the movement of traffic and driveway movements. There are no residential properties fronting on this

section of street. Therefore, Alderman Murray has informed us that he wishes to initiate a parking prohibition on one side of this section of street and the Traffic Department supports this request.

The Traffic Department could agree to a parking prohibition on either side of this section of Bendamere. However, an investigation has revealed that there are existing utility poles on the north side of the street which could be used for signing, rather than installing additional sign posts on the south side. Therefore, the Traffic Department recommends that parking be prohibited on the north side of Bendamere Avenue between West 32nd and West 34th Streets.


SANATORIUM
ROAD
AA
AA
AA
B
B-2
B-1
B-1
C
C
C
WEST 35th ST
WEST 34th ST
WEST 33rd ST
WEST 32nd ST
WEST 31st ST
LESLIE
AVENUE
ELMWOOD
AVENUE
AVENUE
AVENUE
SANATORIUM
ROAD
HOLBROOK
ROAD
PARADISE
ROAD
UPPER
PARADISE
ROAD
MOUNTAIN
SCENIC
DRIVE

27(b)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 1
COMM FILE: TEC-234-88
DEPT FILE: 3-9.2

SUBJECT:

South Side of Angela Avenue between West 33rd and West 35th Streets - Parking Regulations.

RECOMMENDATION:

a) That a parking prohibition be implemented on the south side of Angela Avenue between West 33rd and West 35th Streets; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

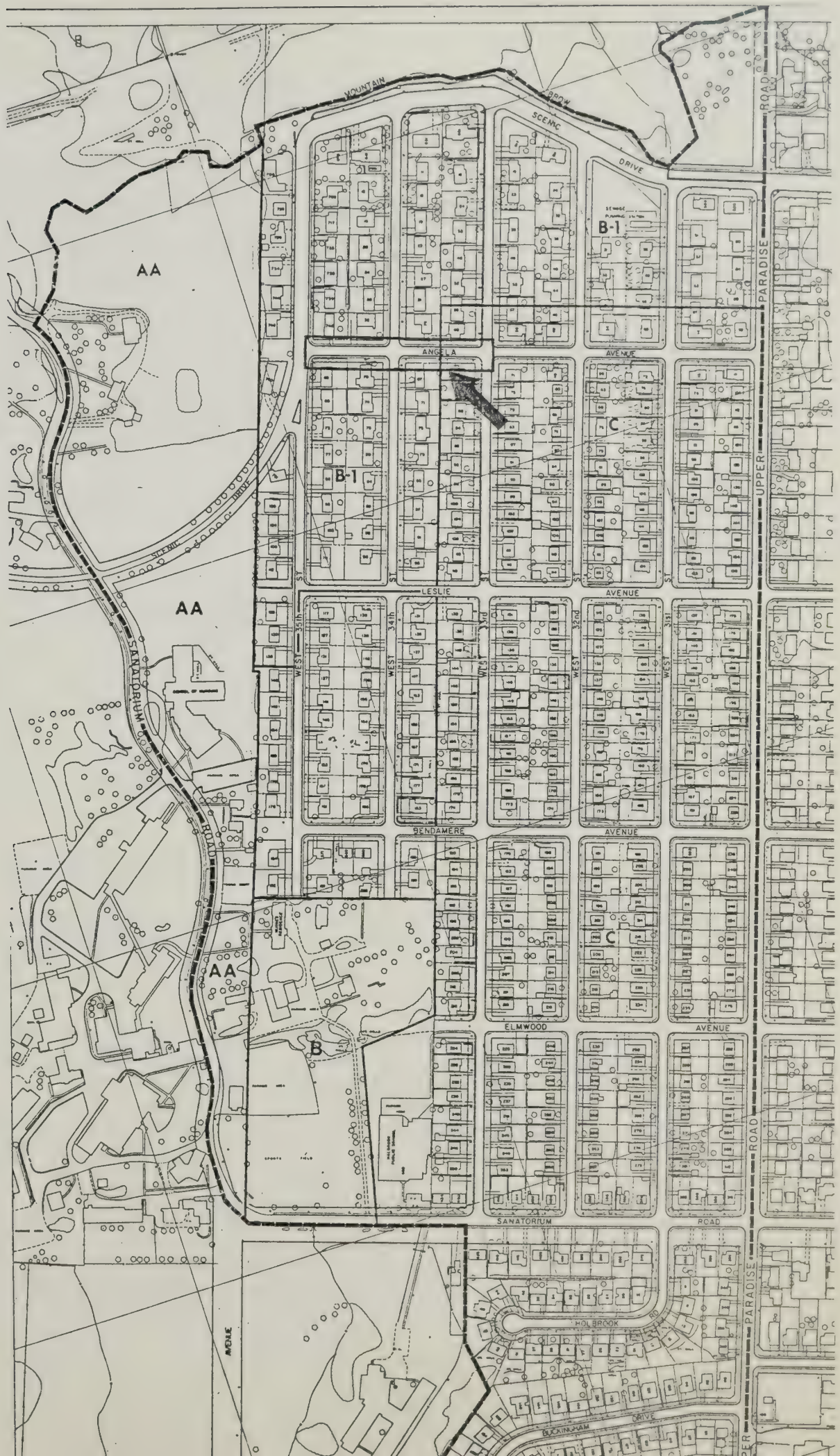
BACKGROUND:

Alderman Tom Murray recently asked the Traffic Department to investigate the possibility of prohibiting parking on one side of Angela Avenue in the two block section between West 33rd and West 35th Streets as a result of complaints regarding the street being heavily parked by students of the Chedoke Campus of Mohawk College.

The subject section of Angela has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this in order to facilitate the movement of traffic and driveway access.

There are no homes fronting on this section of street, except the residential property at No. 78 Angela and Alderman Murray has informed us that this resident is in favour of having parking prohibited on one side of the street. Therefore, since Alderman Murray, as the Ward Alderman, wishes to initiate a parking prohibition on one side of this section of Angela, the Traffic Department supports this request.

The Traffic Department could agree to a parking prohibition on either side of this section of street. However, there are existing utility poles on the south side which could be used for signing, rather than installing additional sign posts on the north side of the street. Therefore, the Traffic Department recommends that parking be prohibited on the south side of Angela between West 33rd and West 35th Streets.


MOUNTAIN
SCENIC
DRIVE
ROAD
PARADISE
UPPER
AA
B-1
C
B
ANGELA
AVENUE
LESLIE
AVENUE
BENDAMERE
AVENUE
ELMWOOD
AVENUE
SANATORIUM
ROAD
SANATORIUM ROAD
HOLBROOK
BUCKINGHAM
DRIVE
34th
WEST
33rd
WEST
32nd
WEST
31st
WEST
35th
WEST

FOR ACTION

27cc)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 8
COMM FILE: TEC-241-88
DEPT FILE: 3-9.2

SUBJECT:

Parking Regulations in front of No. 72 East 32nd Street.

RECOMMENDATION:

a) That the existing parking prohibition in front of No. 72 East 32nd Street be rescinded; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of removing the "No Parking" signs.

BACKGROUND:

In 1983, the Traffic Department investigated a request that parking be prohibited on the west side of East 32nd Street, south of Crockett Street, across the frontage of the residential property at No. 72 East 32nd. The resident had advised that she was experiencing difficulty getting her husband, who was confined to a wheelchair, to and from the house when the vehicle was parked in the driveway, because of the narrow width of the driveway. After reviewing the request, the Traffic Department did not anticipate any parking problems resulting from the implementation of a parking prohibition in front of this residence, since almost all of the residential properties on this section of East 32nd have driveways and since observations revealed that the street was not heavily parked. The City Council approved this request on 1983 June 28th, and the "No Parking" signs were erected shortly thereafter.

On 1988 October 4th, the Secretary of the Transport and Environment Committee forwarded to the Traffic Department a copy of a letter from the resident at No. 76 East 32nd, which was also signed by nine other residents in the block, requesting that the "No Parking" signs in question be removed. The letter states that the resident who was confined to a wheelchair is now deceased and therefore, the "No Parking" signs are no longer required. A representative of the Traffic Department has discussed this matter with the resident who requested the signs, and she has advised that she still requires the parking prohibition in front of her home since she is also handicapped.

The Traffic Department has reviewed this matter, and is of the opinion that the parking prohibition in front of No. 72 East 32nd should be removed. Although the resident states that she is also handicapped, she is not confined to a wheelchair, and therefore, could get into and out of a vehicle parked in her driveway. A representative of the Regional Social Services Department has informed us that a handicapped permit was issued by the Commissioner of Social Services in 1983 to Mr. P. Solomon, but this permit has never been renewed. The parking prohibition in question has been a constant source of complaints by other residents of the street and cannot serve a useful purpose since Mrs. Solomon may stop to load and unload the vehicle but must park her vehicle either in the driveway or elsewhere on the street. Therefore, the Traffic Department recommends that the "No Parking" signs be removed from in front of this property and replaced with an "Alternate Side Parking" regulation which is presently in effect on the remainder of the street.


MOUNTAIN PARK AVENUE
CONCESSION
SHERMAN AVENUE
UPPER GAGE AVENUE
QUEENSDALE AVENUE
BRUCEDALE AVENUE
MUNN STREET
CROCKETT STREET
H STREET
MOUNTAIN DRIVE PARK
PATRICIA PL
BURNS PL
VIRGINIA COURT
G-3
H/S 534-234
G3/S 234
G/S 61
G/S 298

September 26, 1988

The Corp. of the City of Hamilton
71 Main Street West
Hamilton, Ontario L8N 3T4

ATTENTION: Mr. Bob Prowse, Secretary, Transportation

REFERENCE: Parking Regulations in front of 72 East 32nd. St. Hamilton

Dear Mr. Prowse:

Further to our telephone conversation of today's date, please consider the following:

We the undersigned wish to have the ruling on the "No Parking" signs at the above mentioned property reversed as the reason for the signs being erected in 1983 no longer applies.

Mrs. M. Solomon was granted this privilege, along with a "Wheelchair Licence Plate" because her husband, Percival Solomon was in a wheelchair.

Mr. Percival Solomon died early this year (1988) and it is the express opinion of the immediate neighbours that these signs should be taken down and other handicap rights be taken from Mrs. Solomon who is now claiming to be handicapped. She is no more handicapped than anybody else on the street, just more used to having her own way as it seems the law is always on her side (the neighbours wonder if it may be because her son Don Solomon is a Police Officer and may be granted special favors).

We would appreciate your raising this issue at your next meeting, October 3, 1988 - if there is time to prepare this matter for it.

Attached is paperwork further explaining our ongoing resentments in this matter.

Thank you for your courtesy on the telephone today and for any assistance in this regard.

JOYCE M. TODD	76 EAST 32ND ST.	J.M. Todd
LILLIAN M. SMYE	66 EAST 32ND ST.	Lillian M. Smye
	66 EAST 32ND ST.	
	77 East 32ND	
	77 East 32ND	
	71 East 32ND	
	71 EAST 32nd	

Please Note: Some neighbours were not available to obtain their signature (holidays, working, etc.) If further signatures are required, please advise and I will try to contact these people before the meeting. Thank you. J.M. Todd

Copy to Mr. Paul Cowell, Alderman

THE RUBBER STAMP DEPOT

184 JACKSON STREET EAST
HAMILTON, ONTARIO L8N 1L4
TEL: 528-1661
FAX: 528-6860



COPY TO: Mr. Bob Prowse
Secretary - Transportation

September 27, 1988

Mr. Paul Cowell, Alderman
c/o The Corporation of the
City of Hamilton
71 Main Street West
Hamilton, Ontario, L8N 3T4

REFERENCE: "NO PARKING" Signs, 72 East 32nd. St., Hamilton

Dear Mr. Cowell:

Thank you for taking time to speak with me on the telephone concerning the above.

As per your request, I have enclosed copies of correspondence, etc. to date.

Thank you for any assistance you may be in a position to offer in this matter - a matter which has annoyed the neighbours since 1983 when the signs were erected. We feel that since the reason for these signs (Mr. Percival Solomon) no longer exists, there could be a case of fraud involved on the part of the owner of 72 East 32nd. St., Hamilton.

I wish you continued success in your political career Paul, and would be pleased to have you visit my new facility when you are in the neighbourhood.

Yours truly,

J. M. Todd.

Joyce M. Todd
Resident,
76 East 32nd. St.
Hamilton, Ontario
L8V 3R9

jmt
encls.

76 East 32nd. Street
Hamilton, Ont., L8V 3R9
August 29, 1983

City of Hamilton
Traffic Department
71 Main Street West
Hamilton, Ontario
L8N 3T4

Gentlemen:

Recently there have been "NO PARKING" signs posted bordering the property known as 72 East 32nd. Street, Hamilton, Ontario.

This is a residential area and upon questioning the erection of these signs, neighbours in the immediate area, affected by this no parking area were told they were posted for the convenience of the residents of 72 East 32nd. St. It seems that because there is a gentleman in a wheelchair at this address, they feel they must have a private loading zone for the times he is transported by vehicle.

Since the residents at this address have a full length side drive with a ramp for the wheelchair which runs onto the drive to a waiting vehicle, we feel that this "No Parking" zone is completely unnecessary and an inconvenience to the neigbouring taxpayers who must now park elsewhere. This site was visited by your inspector during the daytime hours to assess the parking conditions and felt there were no problems in evidence. If he were to return in the evening when residents have returned home from work - especially in the winter months when parking is a serious problem.

As taxpayers who pay for the use of this street, we feel we should have been consulted before this priviledge was granted one family who is not even being taxed for this personal accomodation. I have for one just recently been charged $275.00 for a ramp to use to enter onto my own property and will continue to pay for the use of it for as long as I live here.

Please reconsider this action as the residents listed on the attached sheet and myself don't agree that this should have happened.

Yours truly,

Joyce M. Todd (Mrs)

jmt
att'd.

(over please)

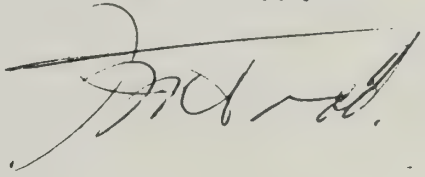
P.S. The neighbours who have signed this petition as well as the neighbours who were away on holidays and were not able to sign, have asked that I advise that when the "No Parking" signs were being erected, the gentleman with the handicap at 72 East 32nd. St. was standing watching the workmen with the aid of his walker which he now uses.

As of the past couple of weeks, he has been living at St. Peter's Infirmary and the "No Parking" area has been used for the convenience of the family and freinds of the owner of this house.

The woman of the house has always objected to cars being parked in front of her house and has called the police on many occasions for various reasons - e.g. car parked the wrong way, car may be stolen, car parked too long, car parked too close to her driveway, etc., etc.

You must agree that the action taken by this woman had nothing to do with her invalid husband and is just another power move on her part as she has so often demonstrated in the neighbourhood.

Yours truly,



RE: NO PARKING SIGNS - 72 EAST 32ND. ST., HAMILTON, ONT.

NAME	ADDRESS	SIGNATURE
J. M. TODD	76 EAST 32ND. ST	J M Todd
T. PRIALGAUSKAS	71 EAST 32 ND. ST.	T. Prialgauskas
G. Myke	67 East 32nd	Gail Myke
E MYKE	67 EAST 32nd	Eugene Myke
Mary Smye	66 East 32nd St	Mary Smye
Lillian Smye	66 East 32nd St	Lillian Smye
David Smye	66 EAST 32nd ST	David Smye
A. Smye A. SMYE.	66 EAST 32ND ST.	A Smye.
Larry Smye	66 EAST 32ND ST	L Smye

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

1983 October 17

Mrs. J. M. Todd,
76 East 32nd Street,
Hamilton, Ontario.
L8V 3R9

Re: Parking Regulations in front of No. 72 East 32nd Street

Dear Mrs. Todd:

We refer to your letter dated August 29, 1983, which was signed by several of your neighbours, in which you asked us to reconsider the implementation of the "No Parking" regulation in front of the property at No. 72 East 32nd Street, since the regulation is "completely unnecessary and an inconvenience to the neighbouring taxpayers who must now park elsewhere". We regret that our workload has delayed our reply. We have reviewed this matter, and wish to comment as follows:

As noted in your letter, the parking prohibition in question was implemented as a result of a request from the resident at No. 72 East 32nd Street. The resident advised us that she was experiencing difficulty getting her husband, who is confined to a wheelchair, to and from the house when the vehicle was parked in the driveway, because of the narrow width of the driveway. We reviewed the request, and did not anticipate any parking problems resulting from the implementation of a parking prohibition in front of this residence, since almost all of the properties on this section of East 32nd Street have driveways, and since our observations revealed that the street was not heavily parked. City Council approved this request at the June 28, 1983, meeting.

You advised in your letter that there is a serious parking problem on the street during the evening hours, especially during the winter months. However, studies conducted by this Department indicate that an average of only five of the 17 legal on-street parking spaces in this block are occupied during the evening hours. Furthermore, the parking prohibition in question is on the west side of the street, where parking is prohibited on the entire block during the winter months. Thus, our observations have not identified a shortage of available on-street parking on East 32nd Street, in this area, or that the parking prohibiton in front of No. 32 has created a parking shortage.

You also indicated in your letter, that there is a wheel chair ramp on the private property which is accessible from the driveway, and that the "No Parking" area is not used for loading and unloading the handicapped resident. However, we visited the property and did not find a wheelchair ramp in either the front or rear yards. It does appear to us that using the driveway for loading or unloading a wheel chair would be very difficult because of the narrow width of the driveway.

After reviewing this matter, we must advise that we are not prepared to recommend that the "No Parking" area in front of number 72 East 32nd Street be removed at this time.

Yours very truly,

Murray F. Main, P. Eng.,
Acting Traffic Commissioner.

MH/pp

27(d)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 October 28
COMM FILE: TEC-233-88
DEPT FILE: 3-9.2

SUBJECT:

East Side of Brigadoon Drive between Golden Orchard Drive and Grenoble Road-Parking Regulations.

RECOMMENDATION:

a) That a parking prohibition be implemented on the south and east sides of Brigadoon Drive from a point opposite the north curb line of Golden Orchard Drive to Grenoble Road; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

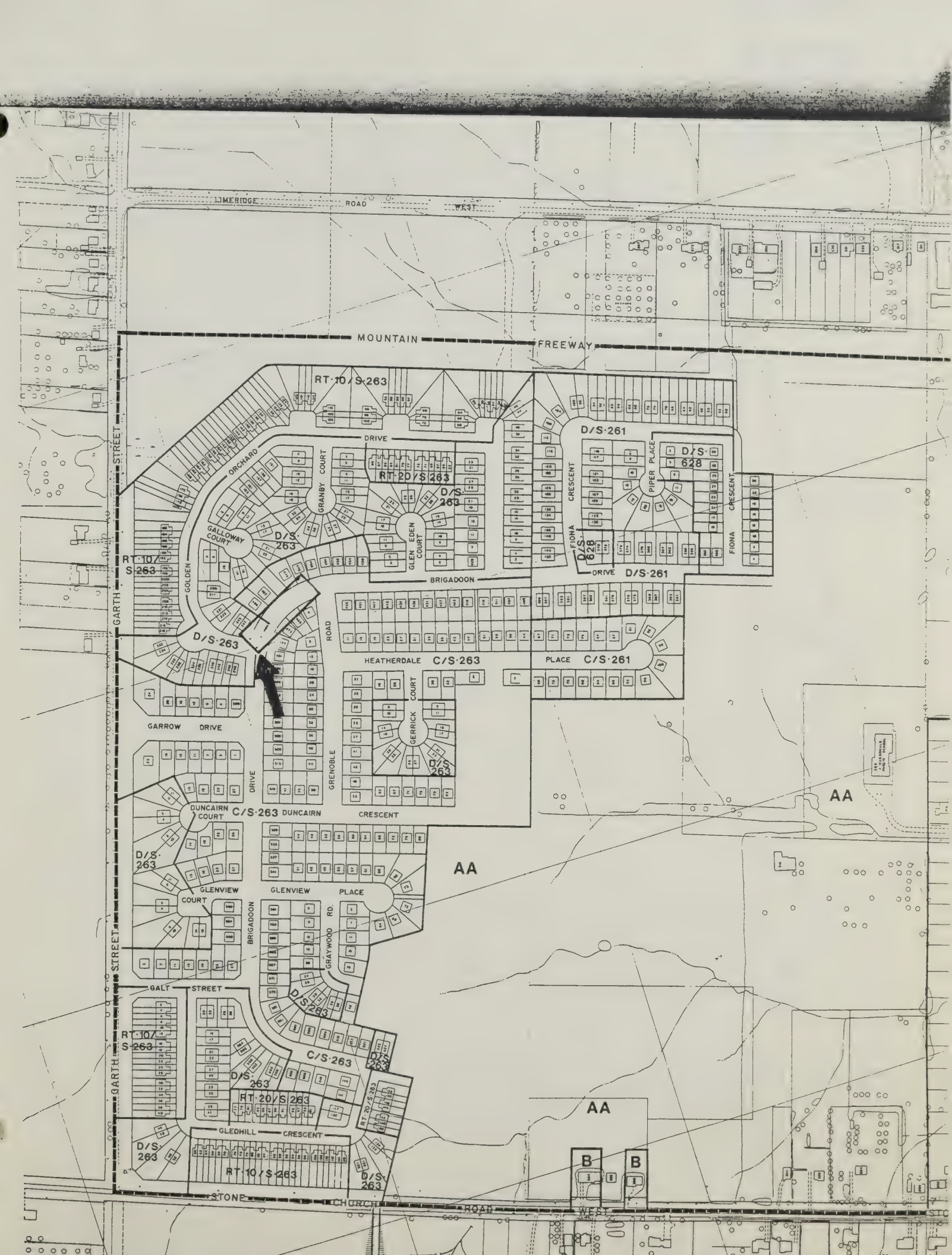
Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

BACKGROUND:

Alderman Tom Murray recently asked for an investigation into the possibility of removing parking from one side of the curve in the roadway on Brigadoon Drive between Golden Orchard and Grenoble. The Traffic Department has investigated this matter, and has the following report:

Brigadoon Drive has a 27 foot pavement width in this area, and presently, there is unrestricted parking on both sides of the street. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this in order to facilitate the movement of traffic and driveway movements. In this particular case, it would be appropriate to remove parking from the south and east side of the street to improve visibility on the curve.

There are four residential properties abutting the south side of Brigadoon on this curve in the roadway, and all of these properties have off-street parking available. Therefore, Alderman Murray has advised that he wishes to initiate a parking prohibition at this location without requesting a petition. The Traffic Department concurs with this request.


LIMEBRIDGE ROAD WEST
MOUNTAIN FREEWAY
GARTH STREET
RT-10/S-263
DRIVE
ORCHARD
GRANBY COURT
RT-20/S-263
D/S-263
GALLOWAY COURT
GLEN EDEN COURT
GOLDEN
BRIGADOON
D/S-261
CRESCENT
PIPER PLACE
D/S-628
FIONA
HEATHERDALE C/S-263
PLACE C/S-261
ROAD
GARROW DRIVE
GERRICK COURT
GRENOBLE
DUNCAIRN COURT C/S-263 DUNCAIRN
CRESCENT
AA
GLENVIEW COURT
GLENVIEW PLACE
BRIGADOON RD.
GRAYWOOD
GALT STREET
GLEDHILL CRESCENT
B
STONE CHURCH ROAD WEST

FOR ACTION

27(e)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 15
COMM FILE: TEC-254-88
DEPT FILE: 3-9.2

SUBJECT:

North Side of Sanders Boulevard east of Daleview Court - Extension of Parking Regulations.

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Sanders Boulevard east of Daleview Court be extended easterly to Binkley Crescent; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each parking permit will offset the cost to some degree.

BACKGROUND:

Aldermen Terry Cooke and Mary Kiss recently asked the Traffic Department to investigate a request by Mr. Lieberman, 48 Sanders Boulevard, that the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Sanders Boulevard east of Daleview be extended easterly to Binkley Crescent, to eliminate long-term parking by McMaster University students. Presently, there is unrestricted parking on this portion of the roadway.

The implementation of the proposed regulation would eliminate long-term parking by McMaster University students. The residents living in the easterly portion of this block, have been polled, and all four residents have advised that they support an extension of the one hour parking time limit across the frontage of their homes. Therefore, the Traffic Department concurs with the request.


ROYAL BOTANICAL GARDENS
Spencer Creek
COOTES DRIVE
B/S-395
LANDS OF Mc MASTER UNIVERSITY
TOWN OF DUNDAS
T H & B RWY
(HWY 102)
SCHOLARS RD
Mc MASTER UNIVERSITY WEST CAMPUS
A/S-395
Cootes Creek
B/S-395
HAMILTON CITY LIMITS
A/S-395
CITY LIMITS
LAKELET DR
BINKLEY CRES
THORNDALE CRESCENT
THORNDALE CRESCENT
BOULEVARD
SANDERS
NORFOLK STREET NORTH
HOLLYWOOD STREET NORTH
KINGSMOUNT STREET NORTH
THORNDALE STREET NORTH
C
H
C
C
DRIVEWAY
BOULEVARD
SANDERS
WEST PARK AVE
WESTBOURNE RD
BINKLEY RD
COTTRILL ST
MAIN STREET WEST
MAIN STREET WEST
E
H
A/S-395
B
RIFLE RANGE
EWAN ROAD
THORNDALE ST S
HOLLYWOOD ST
NORFOLK ST SOUTH
C T H & B RAILWAY

FOR ACTION

27 (f)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 10
COMM FILE: TEC-246-88
DEPT FILE: 3-9.2

SUBJECT:

Rosedale Avenue between Lawrence Road and Greenhill Avenue - Parking Regulations.

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Rosedale Avenue between Lawrence Road and Greenhill Avenue such that parking is prohibited;

- on the west side of the street during the months of December, January, February and March and the 1st to the 15th of April, May, June, July, August, September, October and November; and

- on the east side of the street from the 16th to last day of April, May, June, July, August, September, October and November.

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

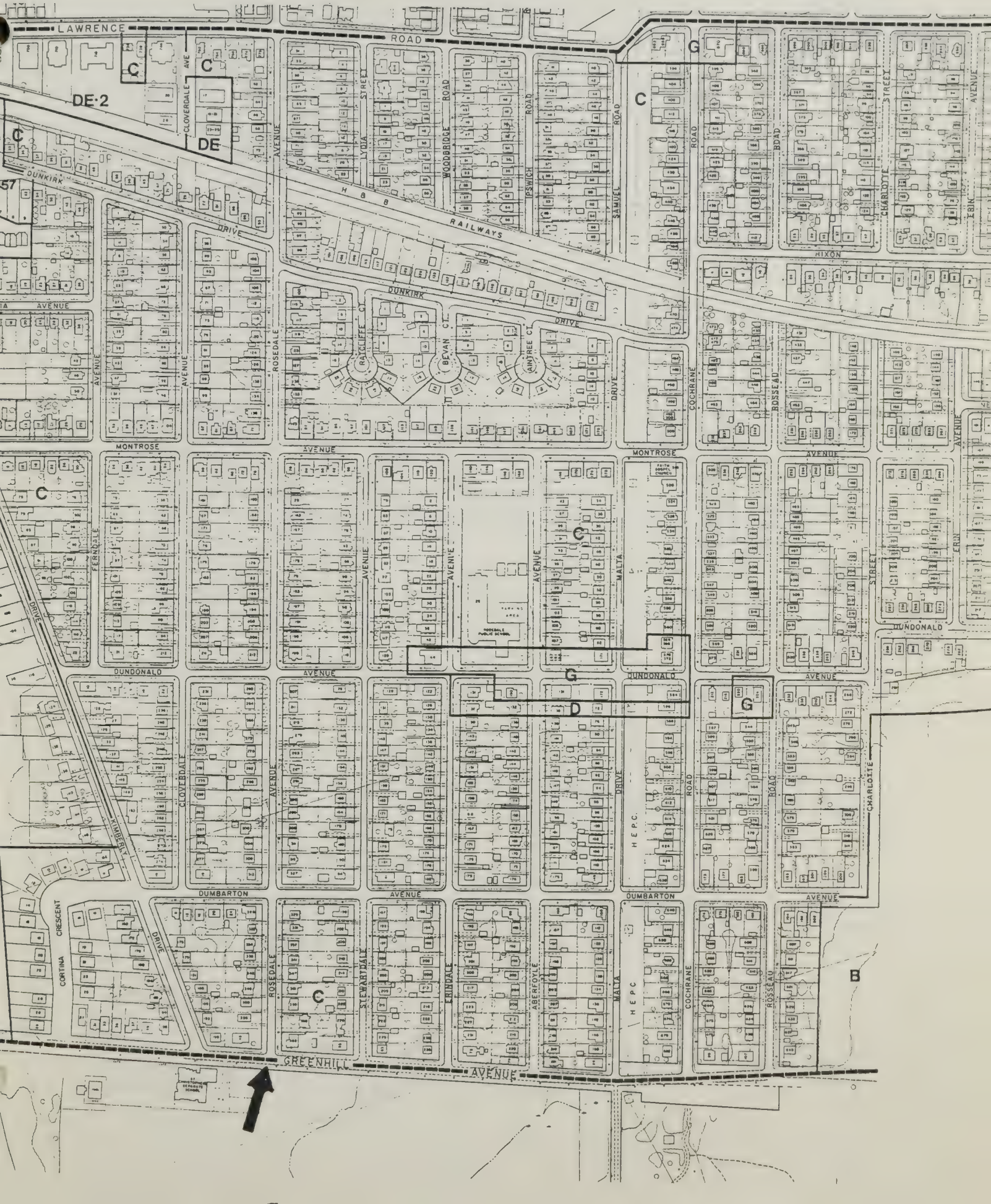
Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "Alternate Side Parking" signs.

BACKGROUND:

Alderman Dominic Agostino has written to the Traffic Department and advised that a majority of the residents on Rosedale Avenue between Lawrence Road and Greenhill Avenue have requested that an "Alternate Side Parking" regulation be implemented on this section of Rosedale.

Rosedale Avenue has a 30 foot pavement width and presently, parking is permitted on both sides of the street. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this in order to facilitate the movement of traffic and driveway movements. Past practice of the Committee and this Department has been to request a petition signed by a majority of the abutting residents. However, since Alderman Agostino has advised that a majority are in agreement and that he, as the Ward Alderman wishes to initiate an "Alternate Side Parking" regulation on this section of Rosedale, the Traffic Department concurs with the request.

Virtually all of the residential properties abutting this section of Rosedale have off-street parking available. Therefore, the number of parking spaces on each side of the street should not be a factor in selecting the side on which the winter parking prohibition should be implemented. However, the Traffic Department recommends that the winter parking prohibition be implemented on the west side of the street, to facilitate bus movements since the buses will not have to maneuver around parked vehicles when entering and leaving bus stops.


LAWRENCE ROAD
DE·2
DE
C
G
D
B
DUNKIRK DRIVE
H & B RAILWAYS
RATCLIFFE CT.
BEVAN CT.
KINTREE CT.
MONTROSE AVENUE
DUNDONALD AVENUE
DUMBARTON AVENUE
GREENHILL AVENUE
CLOVERDALE AVE
ROSEDALE AVENUE
FERNDALE AVENUE
WOODBRIDGE ROAD
IPSWICH ROAD
SAMUEL ROAD
COCHRANE ROAD
ROSSEAU ROAD
HIXON STREET
CHARLOTTE STREET
ERIN AVENUE
LYDIA STREET
MALTA DRIVE
H.E.P.C.
STEWARTDALE AVENUE
ERINDALE AVENUE
ABERFOYLE AVENUE
CORTINA CRESCENT
KIMBERLY DRIVE
ROSEDALE PUBLIC SCHOOL

27(g)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 10
COMM FILE: TEC-247-88
DEPT FILE: 3-9.2

SUBJECT:

Cochrane Road between Lawrence Road and Greenhill Avenue - Parking Regulations.

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Cochrane Road between Lawrence Road and Greenhill avenue such that parking is prohibited;

- on the east side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and

- on the west side of the street from the 16th to last day of April, May, June, July, August, September, October and November.

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

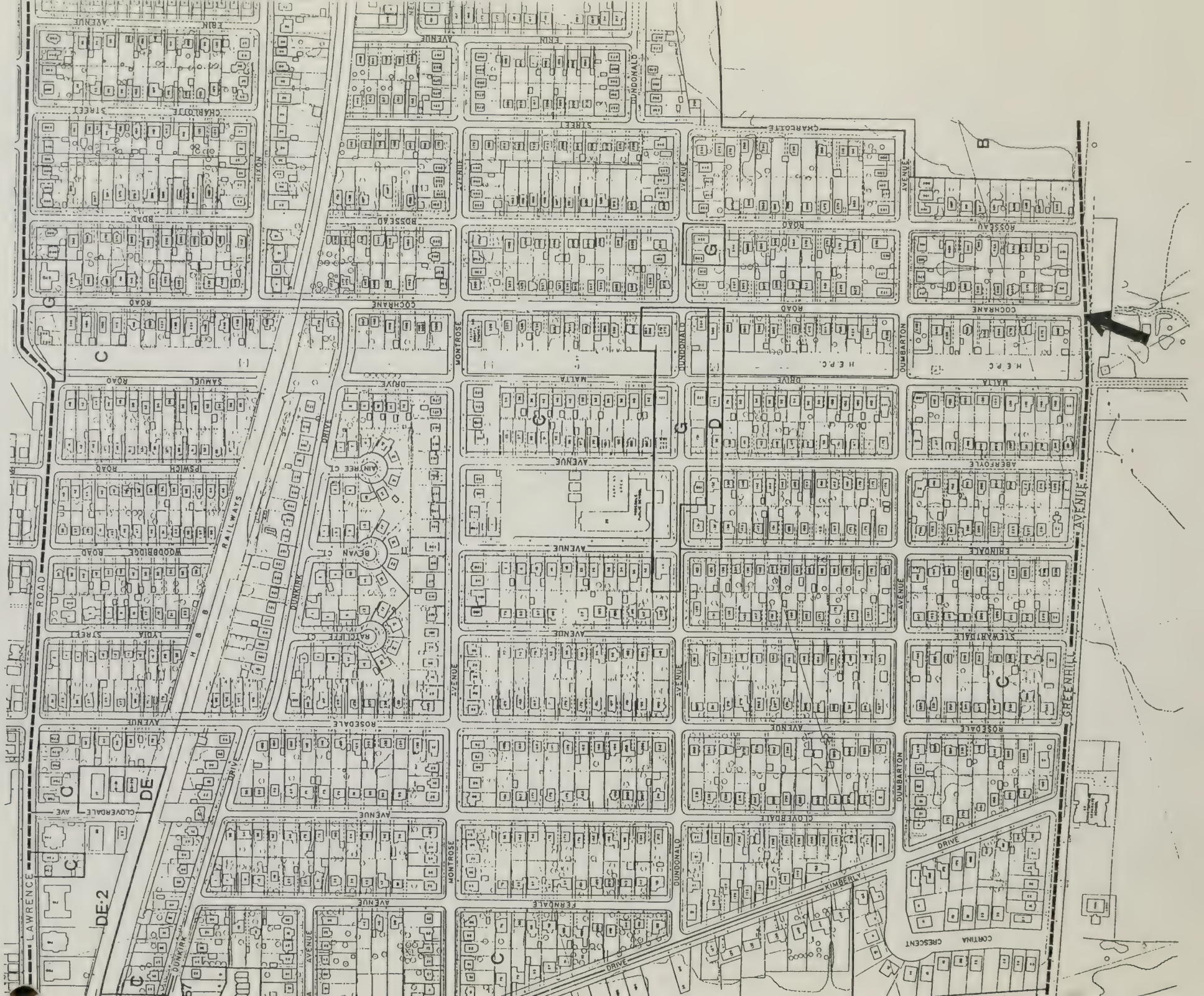
Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "Alternate Side Parking" signs.

BACKGROUND:

Alderman Dominic Agostino has advised of a request by a majority of the residents on Cochrane between Lawrence and Greenhill that an "Alternate Side Parking" regulation be implemented on this section of street.

Cochrane Road has 30 foot pavement width in this area, and presently, there is unrestricted parking on both sides of the street. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this in order to facilitate the movement of traffic and driveway movements. Past practice of the Committee and of this Department has been to request a petition signed by a majority of the abutting residents. However, since Alderman Agostino has advised that a majority are in agreement and that he, as the Ward Alderman, wishes to initiate an "Alternate Side Parking" regulation on this section of Rosedale, the Traffic Department concurs with the request.

Virtually all of the residential properties abutting this section of Cochrane Road have off-street parking available. Therefore, the number of on-street parking spaces on each side should not be a factor in selecting the side on which parking should be prohibited during the winter months. However, the Traffic Department recommends that the winter parking prohibition be on the east side of the street to facilitate bus movements since the buses will not have to maneuver around parked vehicles when entering and leaving bus stops.


LAWRENCE ROAD
DUNKIRK DRIVE
RAILWAYS
MONTROSE AVENUE
DUNDONALD STREET
DUMBARTON ROAD
SHEENHILL AVENUE
KIMBERLY DRIVE
CORTINA CRESCENT
CLOVERDALE AVE
ROSEDALE AVENUE
FERNDALE AVENUE
ABERFOYLE AVENUE
MALTA DRIVE
COCHRANE ROAD
ROSSEAU ROAD
NIXON ROAD
CHARLOTTE STREET
WOODBRIDGE ROAD
IPSWICH ROAD
SAMUEL ROAD
H.E.P.C.
DE
DE-2
C
G
B
D

FOR ACTION

27(h)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 15
COMM FILE: TEC-253-88
DEPT FILE: 3-9.2

SUBJECT:

Oxford Street between York Boulevard and Barton Street West - Parking Regulations.

RECOMMENDATION:

a) That a "Three Hour Parking Time Limit" regulation to be in effect 24 hours a day, seven days a week, be implemented on the west side of Oxford Street between York Boulevard and Barton Street West; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

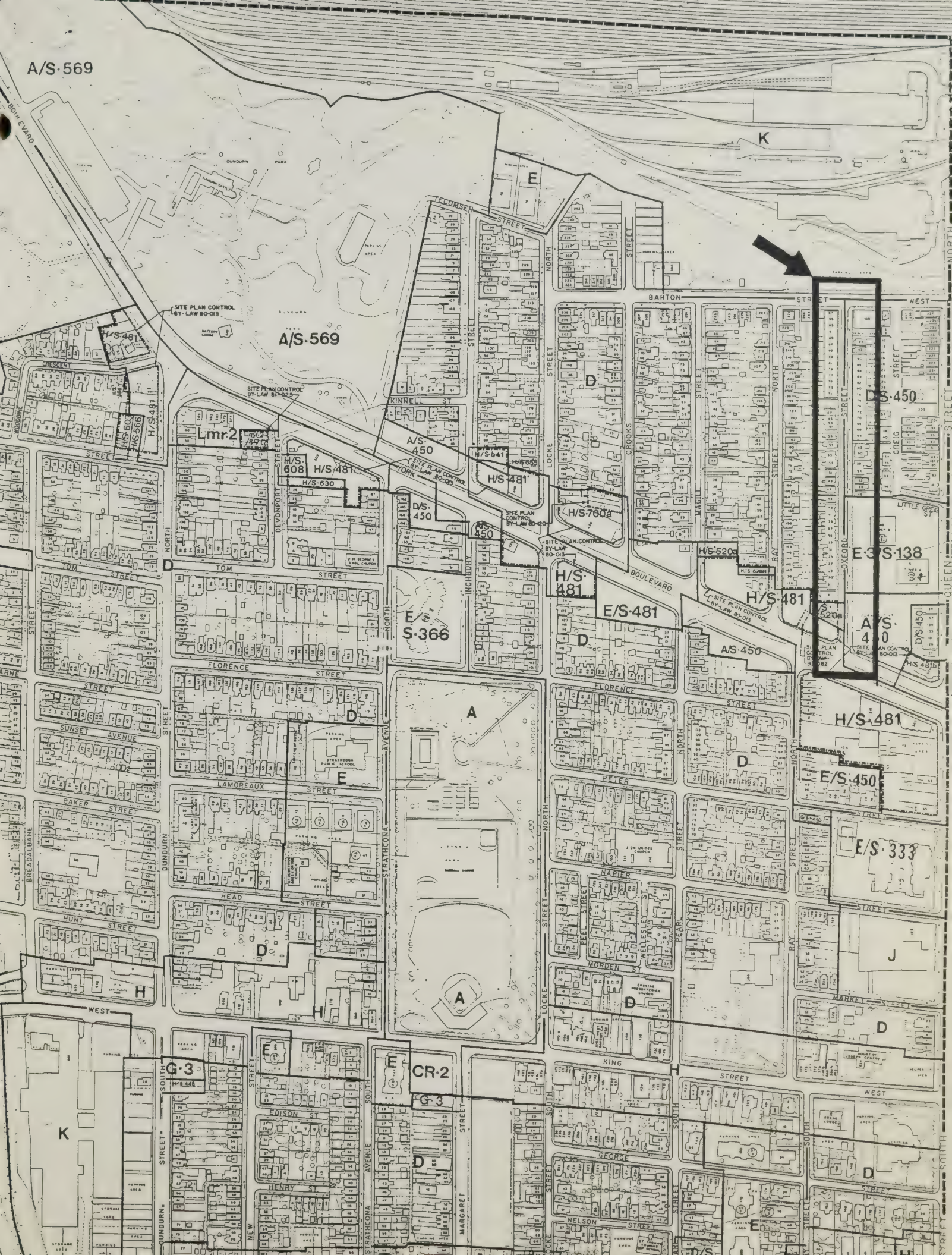
Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 38 of the 65 one, two and three family dwellings on Oxford Street in the block between York Boulevard and Barton Street West, requesting that a "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the street. Presently, there is unrestricted free parking on the west side of Oxford Street and a "No Parking" regulation on the east side of the street in this block.

The implementation of the proposed regulation would eliminate long-term parking by residents of the nearby apartment buildings, since only residents of one, two and three family dwellings would be entitled to purchase permits to exempt their vehicles from the signed parking-time limit. Therefore, since 59% of the abutting residents have signed the petition, the Traffic Department concurs with the request.

The 197 unit and 240 unit apartment buildings on the east side of Oxford, north of York, were required to provide off-street parking at the rate of 1.25 spaces per dwelling unit when constructed. Therefore, since off-street parking is available, the implementation of the three hour limit on Oxford should not create any serious parking problems for residents of the apartment buildings.


A/S·569
BOHN EVARD
DUNDURN PARK
SITE PLAN CONTROL BY-LAW 80-013
A/S·569
SITE PLAN CONTROL BY-LAW 81-025
H/S·481
H/S·608
H/S·566
Lmr·2
H/S·630
A/S 450
SITE PLAN CONTROL BY-LAW 80-013
H/S·641
H/S·481
D/S 450
SITE PLAN CONTROL BY-LAW 80-013
H/S·7008
H/S·481
E/S·366
E/S·481
A/S·450
H/S·520a
E·3/S·138
A/S 450
H/S·481
E/S·450
E/S·333
J
D/S·450
CRESCENT
SUNSET AVENUE
TOM STREET
FLORENCE STREET
LAMOREAUX STREET
BAKER STREET
HEAD STREET
HUNT STREET
BREADALBANE
DUNDURN
STRATHCONA AVENUE
DEVONPORT
INCHBURY
LOCKE STREET
CROOKS
MAGILL
RAY
OXFORD
GREIG
BARTON STREET WEST
QUEEN STREET
KINNELL ST
YORK BOULEVARD
PETER STREET
NAPIER ST
MORDEN ST
PEARL
BAY
MARKET
KING STREET WEST
GEORGE
NELSON
EDISON ST
HENRY ST
MARGARET
NEW
G·3
CR·2
K
A
D
E
H

FOR ACTION

27(c)(i)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 15
COMM FILE: TEC-240-88
DEPT FILE: 3-9.2

SUBJECT:

South side of Southpark Avenue, east of Upper Wentworth Street - Parking Regulations.

RECOMMENDATION:

a) That parking be prohibited on the south side of Southpark Avenue between Upper Wentworth Street and a point 100 feet easterly therefrom; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

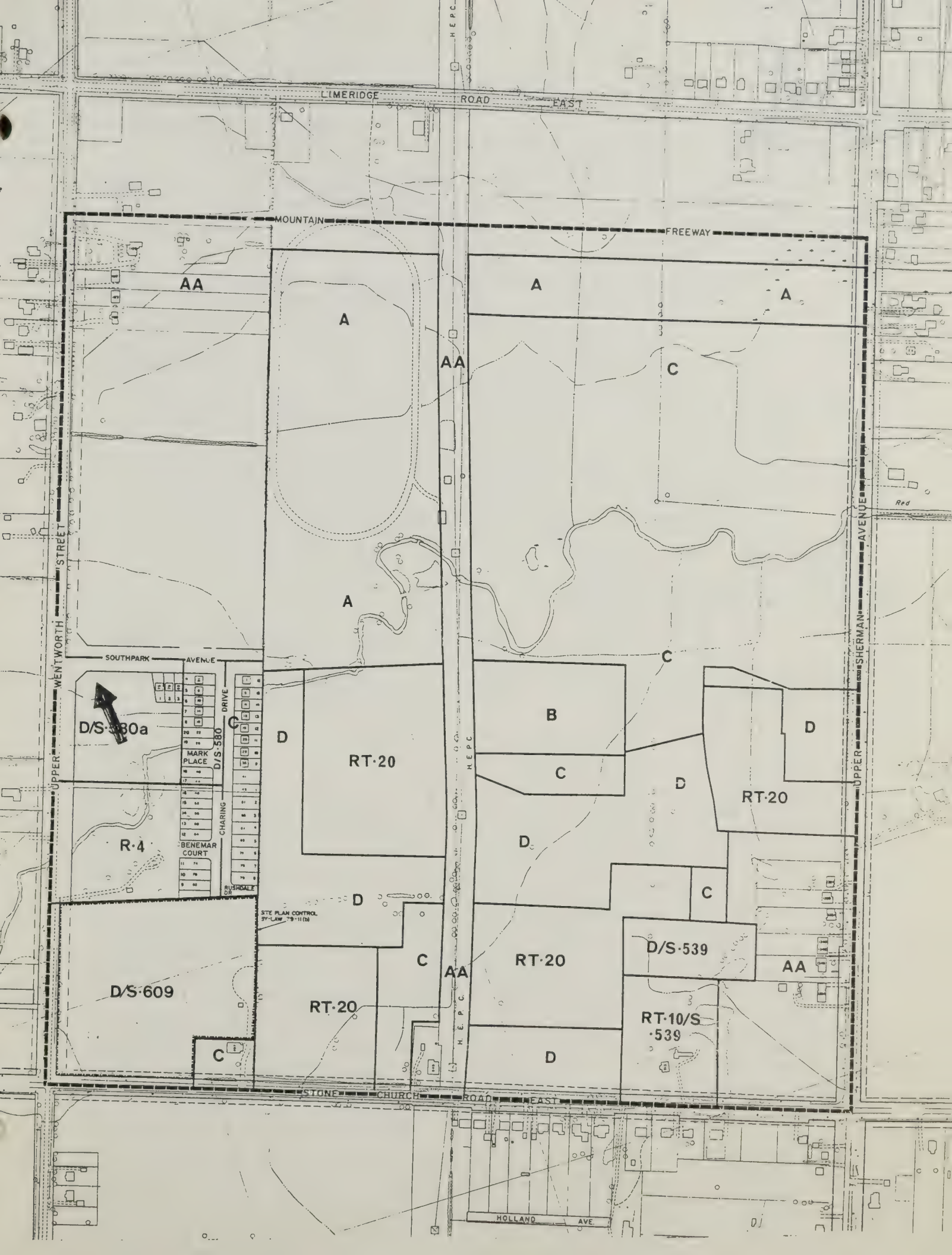
BACKGROUND:

Alderman John Gallagher recently advised of complaint by Mr. John Siena, 34 Desantis Drive, regarding vehicles being parked on the south side of Southpark Avenue, east of Upper Wentworth Street, such that access to the mailboxes at this location is obstructed. The six green mailboxes at the southeast corner of this intersection will be replaced with a permanent super mailbox in the near future. Presently, there is unrestricted parking on both sides of Southpark Avenue.

An investigation has revealed that Southpark Avenue is an exceptionally wide residential street (42 feet) and vehicles parking in front of the mailboxes at this location are not creating any parking problems. However, in principle,

the Traffic Department supports the implementation of clearances to allow loading and unloading to occur in front of super mailboxes, and therefore, recommends that parking be prohibited on the south side of Southpark between Upper Wentworth and a point 100 feet easterly.

The proposed parking prohibition will result in a loss of approximately four on-street parking spaces. However, all of the residential properties in this area have off-street parking provided and parking would still be permitted on both sides for the remainder of the block. Therefore, the Traffic Department would not anticipate any parking problems resulting.


LIMERIDGE ROAD EAST
MOUNTAIN FREEWAY
H.E.P.C.
WENTWORTH STREET
UPPER SHERMAN AVENUE
SOUTHPARK AVENUE
MARK PLACE
D/S-580
CHARING DRIVE
BENEMAR COURT
RUSHDALE DR
D/S-580a
R-4
RT-20
D/S-609
D/S-539
RT-10/S-539
STE PLAN CONTROL BY-LAW 79-11 (b)
STONE CHURCH ROAD EAST
HOLLAND AVE.
AA
A
B
C
D

28(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 November 4
COMM FILE:
DEPT FILE: TEC-238-88

SUBJECT: Ninth Avenue between Upper Gage Avenue and Upper Ottawa Street - Intersection Control.

RECOMMENDATION:

(a) That three-way stop control be implemented at the intersection of Ninth Avenue and Fernwood Crescent; and

(b) That four-way stop control be implemented at the intersection of Ninth Avenue and East 43rd Street; and

(c) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

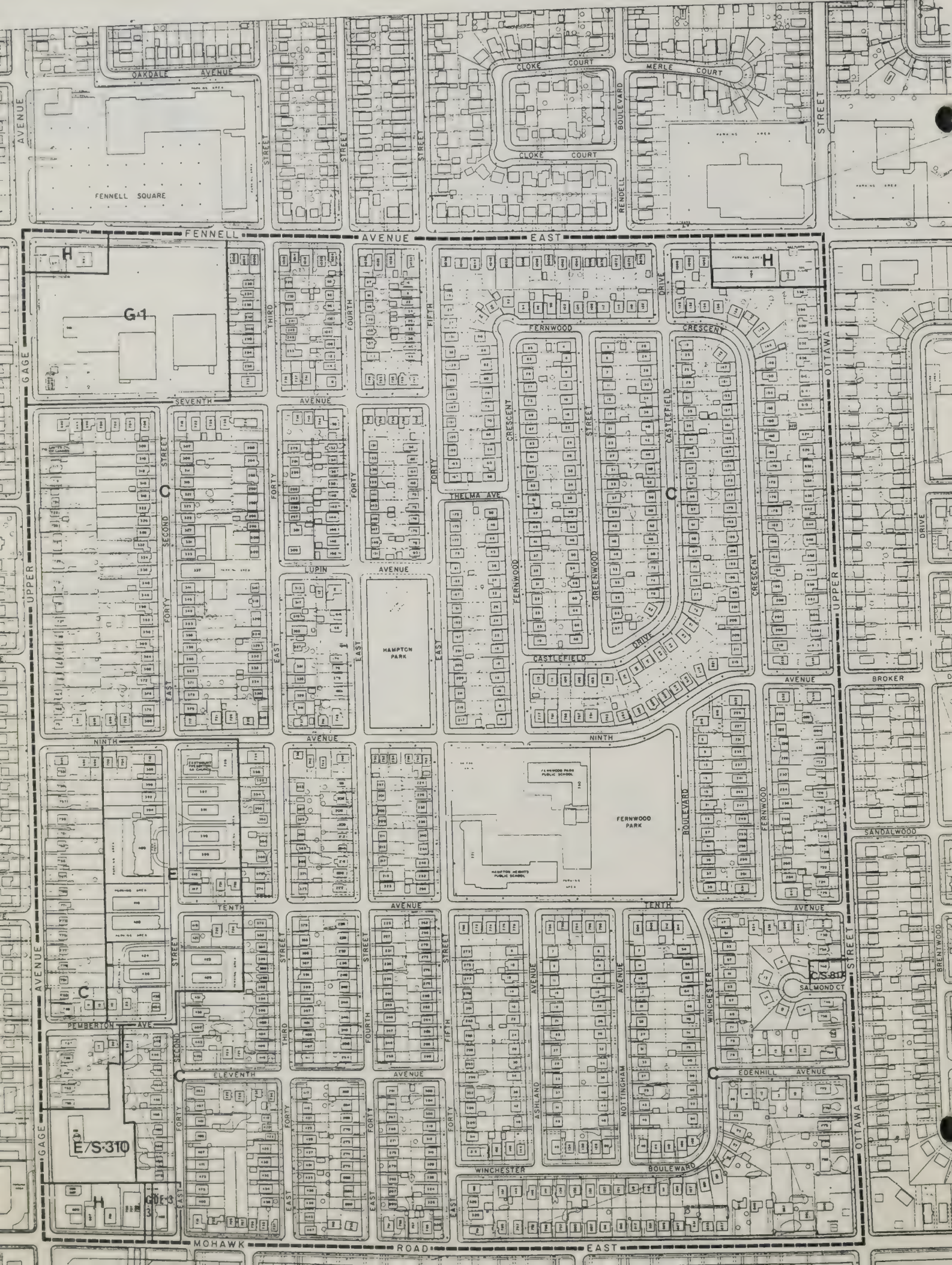
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting, and maintaining the required stop signs.

BACKGROUND:

Alderman John Smith recently asked the Traffic Department to investigate the possibility of erecting stop signs on Ninth Avenue at Fernwood Crescent to assist children crossing at this intersection. Presently, southbound traffic on Fernwood Crescent is required to stop for eastbound and westbound traffic on Ninth Avenue at the "T" shaped intersection.

An investigation has revealed that there are presently no stop signs for eastbound and westbound traffic on Ninth Avenue at any intersection between Upper Gage and Upper Ottawa. The Traffic Department has concluded that it would be advantageous to stop traffic on Ninth at two intersections in this seven block section of street, and the intersection of Ninth and Fernwood meets at least one of the criteria respecting the use of all direction stop control at intersections, since it is immediately adjacent to Fernwood Park Public School. Therefore, the Traffic Department recommends that three-way stop control be implemented at the intersection of Ninth and Fernwood. In order to provide adequate spacing of the proposed stop signs on Ninth Avenue, it would also be advantageous to implement four-way stop control at the intersection of Ninth Avenue and East 43rd Street.


FENNELL AVENUE EAST
MOHAWK ROAD EAST
FENNELL SQUARE
HAMPTON PARK
FERNWOOD PARK
FERNWOOD PARK PUBLIC SCHOOL
HAMPTON HEIGHTS PUBLIC SCHOOL
E/S-310
E/S-80
SALMON CT
EDENHILL AVENUE
CLOKE COURT
MERLE COURT
RENDELL BOULEVARD
OAKDALE AVENUE
GAGE AVENUE
UPPER OTTAWA STREET
FERNWOOD CRESCENT
CASTLEFIELD DRIVE
THELMA AVE
UPIN AVENUE
PEMBERTON AVE
WINCHESTER BOULEVARD
ASHLAND AVENUE
NOTTINGHAM AVENUE
SANDALWOOD
BROKER
BRENTWOOD
FIRST STREET EAST
SECOND STREET EAST
THIRD STREET EAST
FOURTH STREET EAST
FIFTH STREET EAST
SEVENTH AVENUE
NINTH AVENUE
TENTH AVENUE
ELEVENTH AVENUE
FORTY STREET EAST

FOR ACTION

28(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 October 28
COMM FILE: TEC-216-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection Control on Courtland Avenue.

RECOMMENDATION:

a) That eastbound traffic on Sundown Drive be required to stop for northbound and southbound traffic on Courtland Avenue; and

b) That eastbound traffic on Marcel Place be required to stop for northbound and southbound traffic on Courtland Avenue; and

c) That westbound traffic on Falkirk Drive be required to stop for northbound and southbound traffic on Courtland Avenue; and

d) That eastbound traffic on Dydzak Court be required to stop for northbound and southbound traffic on Courtland Avenue; and

e) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

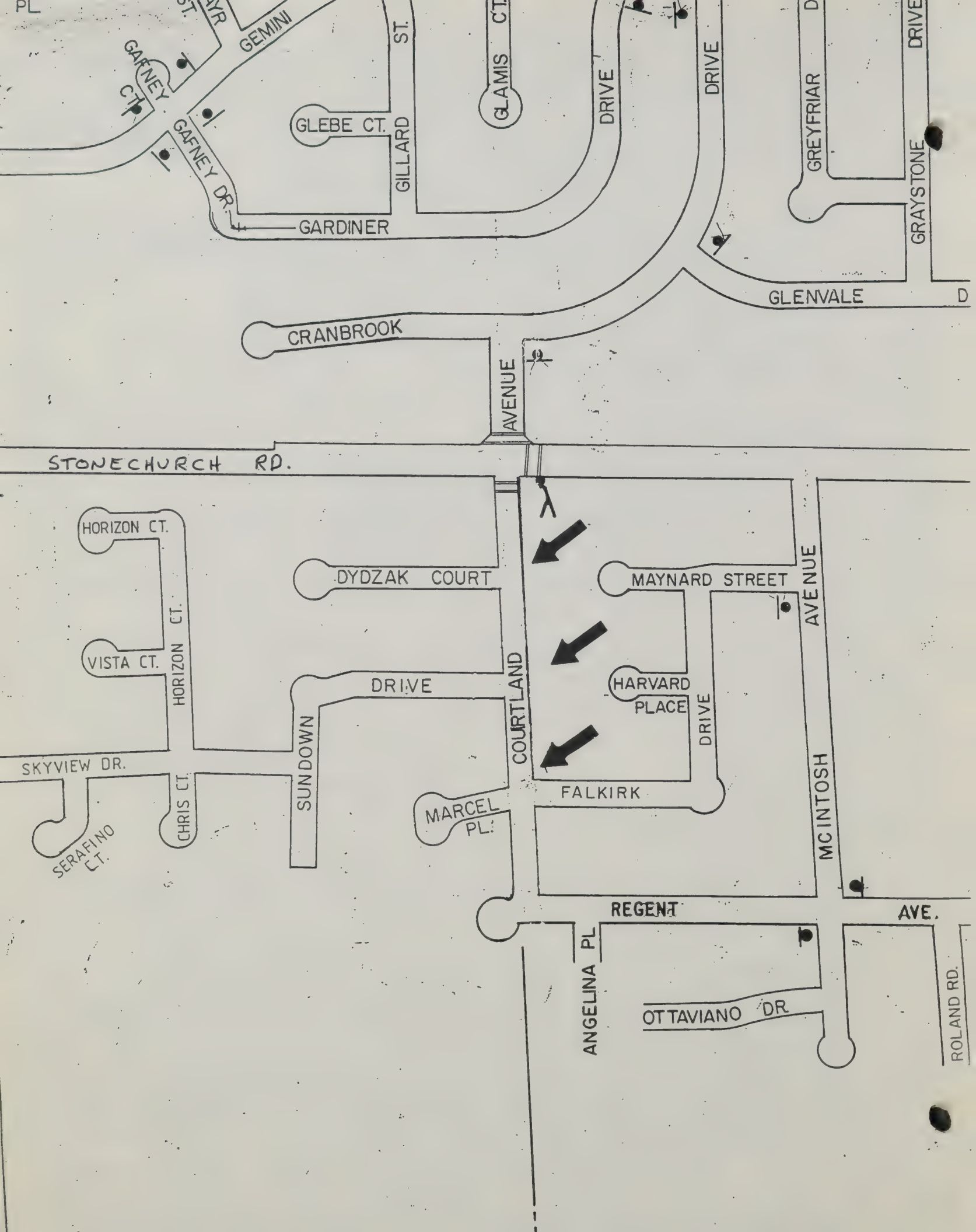
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Henry Merling has advised of a request by a businessman in his Ward who resides in Ward 8 that stop control be implemented on the streets intersecting with Courtland Avenue.

There are two three leg intersections and one four leg intersection on Courtland Avenue. Although there have been no documented accident problems, the Traffic Department concurs with the request since Courtland is a major entrance to this neighbourhood.


PL
GEMINI
GAFNEY CT.
GAFNEY DR.
GLEBE CT.
GILLARD ST.
GLAMIS CT.
DRIVE
DRIVE
GREYFRIAR
DRIVE
GRAYSTONE
GARDINER
GLENVALE
D
CRANBROOK
AVENUE
STONECHURCH RD.
HORIZON CT.
VISTA CT.
HORIZON CT.
DYDZAK COURT
MAYNARD STREET
AVENUE
DRIVE
COURTLAND
HARVARD PLACE
DRIVE
SKYVIEW DR.
SUNDOWN
CHRIS CT.
SERAFINO CT.
MARCEL PL.
FALKIRK
MCINTOSH
REGENT
AVE.
ANGELINA PL
OTTAVIANO DR
ROLAND RD.

FOR ACTION

28(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 November 2
COMM FILE:
DEPT FILE: TEC-162(a)-88

SUBJECT: Intersection of Duff Court and West 2nd/Duff Street-
Intersection Control.

RECOMMENDATION:

(a) That westbound traffic on Duff Street be required to stop for northbound traffic on West 2nd Street and southbound traffic on Duff Court; and

(b) That the By-law entry requiring southbound traffic on Duff Court to stop for northbound traffic on West 2nd street and westbound traffic on Duff Street be rescinded: and

(c) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop sign.

BACKGROUND:

In report TEC-162-88 the Traffic Department reported respecting a request by a resident of Duff Court that stop control be implemented at the intersection of Duff Court/Street and West 2nd Street. The Traffic Department recommended that southbound traffic on Duff Court be required to stop for northbound traffic on West 2nd and westbound traffic on Duff Street. This recommendation was approved by the City Council on 1988 August 30.

While preparing to erect a stop sign at this intersection, representatives of the Traffic Department were contacted by at least one resident of the street and by Alderman Tom Murray who advised that the residents do no wish to have a stop sign located on Duff Court at this intersection, but feel that a stop sign is required for westbound traffic on Duff Street because of a problem with motorists inadvertently entering Duff Court and making fast u-turns while attempting to proceed westerly between Upper James and West 5th Streets.

After reviewing conditions at this intersection, the Traffic Department supports this request. Therefore, it would be appropriate to amend the Traffic By-law to require that westbound traffic on Duff Street be required to stop for northbound traffic on West 2nd Street and southbound on Duff Court.


WEST FIFTH STREET
FENNELL AVENUE
WEST FOURTH ST.
WEST THIRD ST.
WEST SECOND ST.
WEST FIRST ST.
CLOVERHILL ROAD
GLENWOOD CR.
BRANTDALE PARK
GATEVIEW DRIVE
INVERNESS COURT
ARCADE
CRESCENT
CLAREMONT DRIVE
WEST SECOND STREET
GENESSEE STREET
BRYCEDALE AVE. W.
QUEENSDALE AVE. W.
DUFF STREET
INVERNESS AVENUE
BARKER AVE
TANNER ST
SOUTHAM PARK
UPPER JAMES STREET
FENNELL AVE. E.
BRYCEDALE AVE. E.
EMPRESS AVE
MILLEN AVE
QUEENSDALE AVE. E.
CHURCHILL AVENUE
WAVELL AVE
INVERNESS AVE. E.
JOSEDENE AVENUE
RAVENSCLIFFE AVE
BAY ST. S.
JAMES MARTIN RD
DRIVE
TURNER A
RAVENSC
G-33
H
I
C
D
E
A

FOR ACTION

28(d)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 9
COMM FILE: TEC-242-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Augusta Street and Catharine Street - Intersection Control.

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Augusta Street and Catharine Street; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

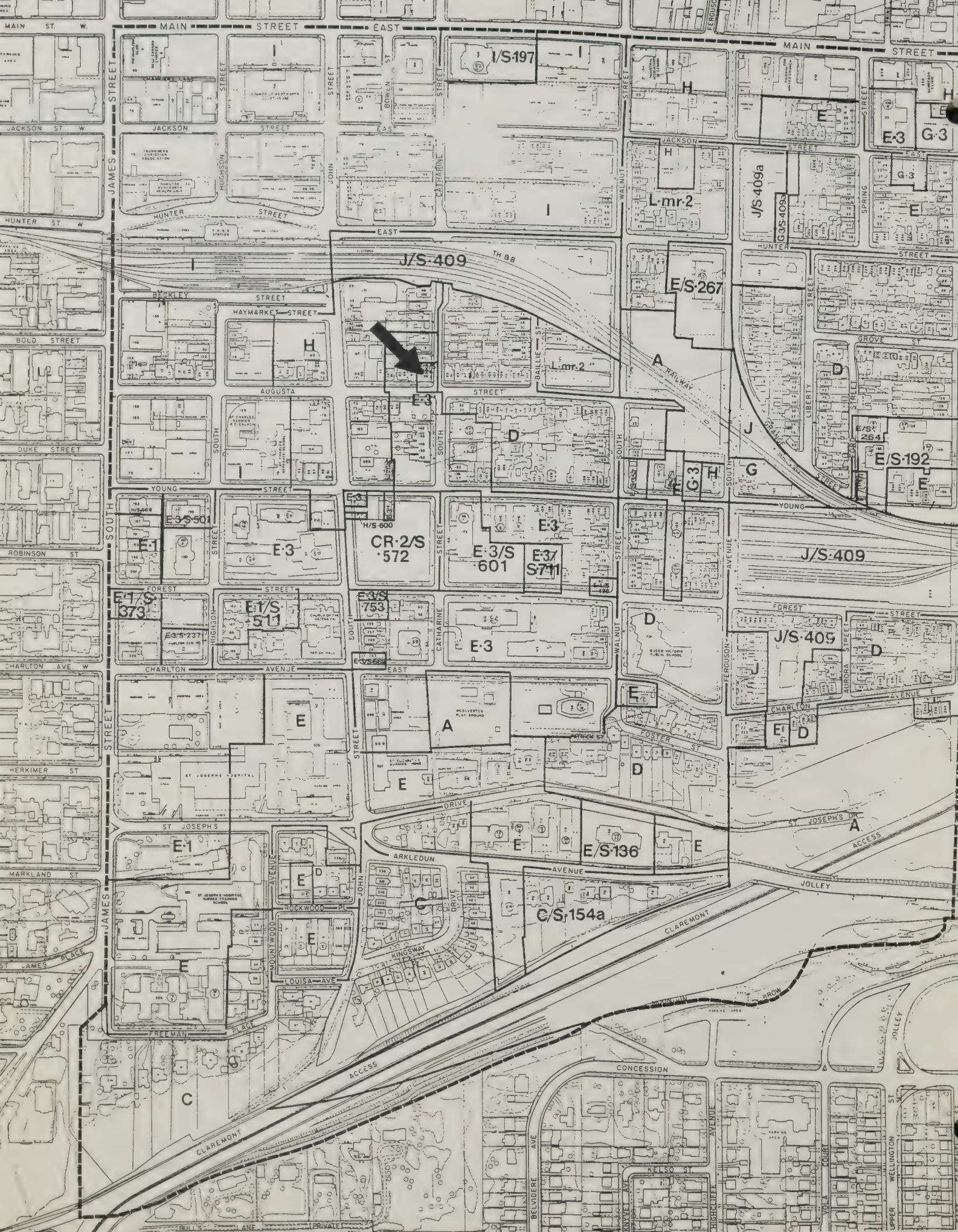
There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting, and maintaining the required stop signs.

BACKGROUND:

Alderman Vince Agro has requested that three-way stop control be implemented at the intersection of Augusta Street and Catharine Street. The subject intersection is a "four leg" intersection. However, Catharine Street is operated one-way southerly in this area.

Presently, eastbound and westbound traffic on Augusta is required to stop for southbound traffic on Catharine. In 1987, delineators and enlarged stop signs were implemented because of a problem with eastbound and westbound drivers failing to observe the stop signs. Notwithstanding, the intersection has averaged approximately one accident per year during the past seven years. Three accidents can be directly attributed to a sight obstruction for westbound motorists created by a building on the northeast corner.

Therefore, at least one of the criteria respecting the use of all-direction stop control at intersections is met, and the Traffic Department concurs with this request.


MAIN ST. W.
MAIN STREET EAST
MAIN STREET
JAMES STREET SOUTH
JACKSON ST W
JACKSON STREET EAST
HUNTER ST W
HUNTER STREET EAST
BUCKLEY STREET
HAYMARKET STREET
BOLD STREET
AUGUSTA STREET
DUKE STREET
YOUNG STREET
ROBINSON ST
FOREST STREET
CHARLTON AVENUE W
CHARLTON AVENUE EAST
HERKIMER ST
ST JOSEPHS DRIVE
MARKLAND ST
ST JAMES PLACE
FREEMAN PLACE
ROCKWOOD PL
LOUISA AVE
ARKLEDUN AVENUE
KINGSWAY DRIVE
CLAREMONT ACCESS
JOLLEY DRIVE
CONCESSION STREET
BULL'S LANE PRIVATE
KELSO ST
BELVIDERE AVE
HIGHCLIFFE AVENUE
VIOLA COURT
UPPER WELLINGTON ST
WALNUT STREET SOUTH
CATHARINE STREET SOUTH
JOHN STREET SOUTH
HUGHSON STREET SOUTH
BAILLIE ST
LIBERTY STREET
SPRING STREET
GROVE ST
FERGUSON AVENUE SOUTH
AURORA STREET
FOSTER ST
BOWEN STREET
MOUNTWOOD AVENUE
QUEEN VICTORIA PUBLIC SCHOOL
ST JOSEPH'S HOSPITAL
ST CHARLES ROMAN CATHOLIC CHURCH
HAMILTON WENTWORTH HEALTH UNIT
TH&B RAILWAY
J/S-197
J/S-409
J/S-409a
G3/S-409a
L-mr-2
E/S-267
E/S-264
E/S-192
E/S-136
C/S-154a
CR-2/S-572
E-3/S-601
E-3/S-711
E-3/S-753
E-3/S-501
E-1/S-373
E-1/S-511
E-3/S-237
H/S-600
E-3
E-1
G-3
A
C
D
E
G
H
I
J

FOR ACTION

28(e)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 15
COMM FILE: TEC-255-88
DEPT FILE: 3-9.4

SUBJECT:

Intersections of Torlake Street and Templemead Drive, Torlake Street and Tunbridge Crescent and Templemead Drive and Silverton Drive - Intersection Control.

RECOMMENDATION:

a) That a stop sign be erected to control southbound traffic on Torlake Street at Templemead Drive; and

b) That a stop sign be erected to control northbound traffic on Torlake Street at Tunbridge Crescent; and

c) That three-way stop control be implemented at the intersection of Templemead Drive and Silverton Drive; and

d) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

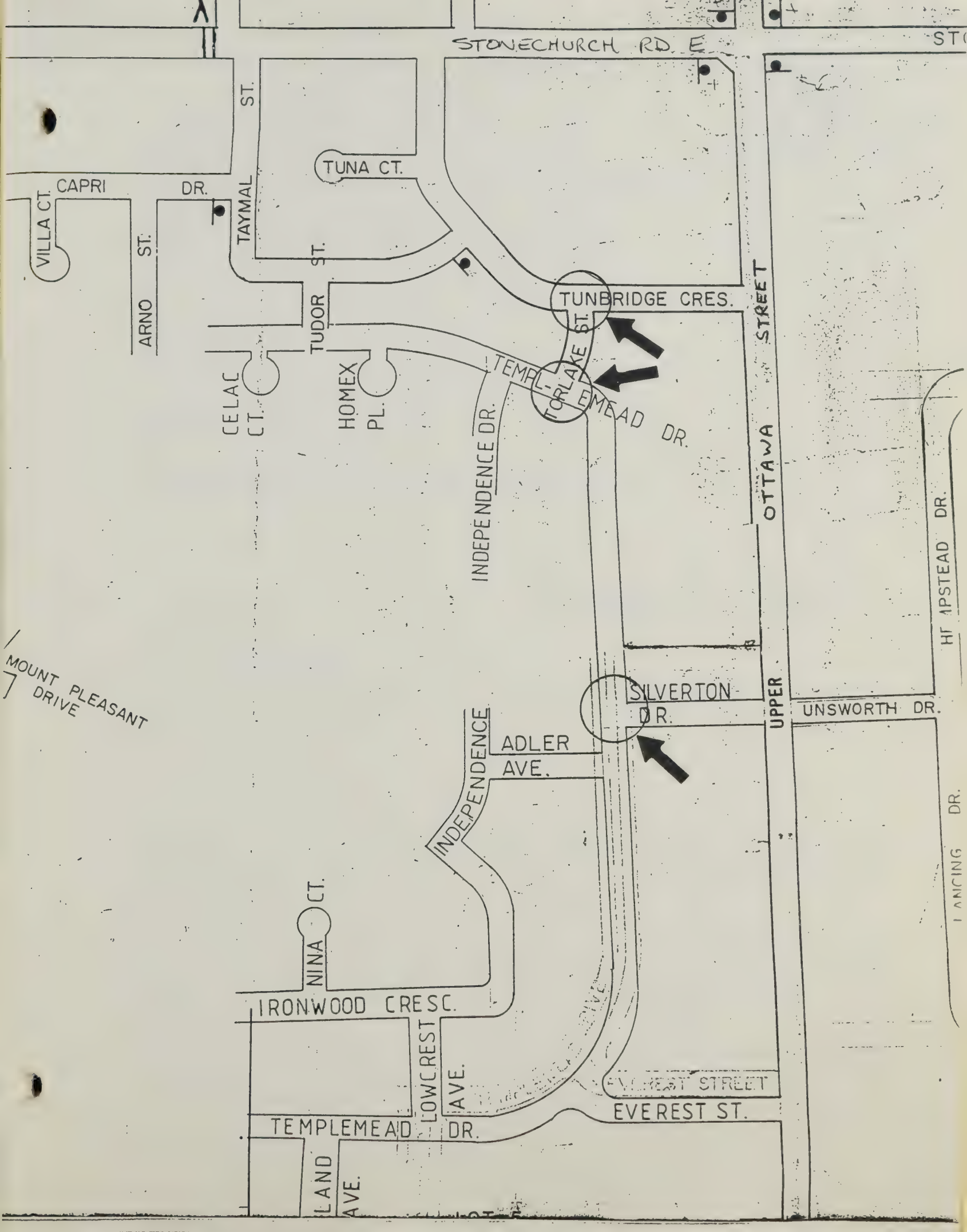
There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

An area resident has contacted the Traffic Department and requested that additional stop control be implemented at the intersections of Torlake Street and Templemead Drive, Torlake Street and Tunbridge Crescent and Templemead Drive at Silverton Drive, because of the speed of traffic on the street. Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. However, the Traffic Department has reviewed the request, and has the following report:

The intersections of Torlake at Templemead and Torlake at Tunbridge are both "T" intersections, and presently, there are no intersection control signs. Although there have been no documented accident problems at these locations, the Traffic Department would not object to erecting stop signs on the stems of these "T" intersections as a safety measure related to the right-of-way at the intersections. Therefore, the Traffic Department recommends that northbound traffic on Torlake be required to stop at Tunbridge and that southbound traffic on Torlake be required to stop at Templemead.

The intersection of Templemead and Silverton is a "T" type intersection, and presently, there are no intersection control signs. An investigation has revealed that although there is no documented accident problem at this intersection, at least one of the criteria respecting the use of all-direction stop control at intersections is met, since this is an intersection of two neighbourhood collector streets. Therefore, the Traffic Department recommends that three-way stop control be implemented at this intersection.


STONECHURCH RD. E.
TUNA CT.
CAPRI DR.
VILLA CT.
ARNO ST.
TAYMAL ST.
TUDOR ST.
CELAC CT.
HOMEX PL.
TUNBRIDGE CRES.
TORLAKE ST.
TEMPLEMEAD DR.
INDEPENDENCE DR.
OTTAWA STREET
UPPER
SILVERTON DR.
UNSWORTH DR.
ADLER AVE.
INDEPENDENCE
NINA CT.
IRONWOOD CRESC.
LOWCREST AVE.
EVEREST ST.
TEMPLEMEAD DR.
MOUNT PLEASANT DRIVE

28(A)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 15
COMM FILE: TEC-252-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Franklin Avenue and Paradise Road North - Intersection Control.

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Franklin Avenue and Paradise Road North.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

The installation of an additional stop sign on Franklin Avenue at Paradise Road North would result in an increased motor vehicle operating costs in the order of $10,000 annually.

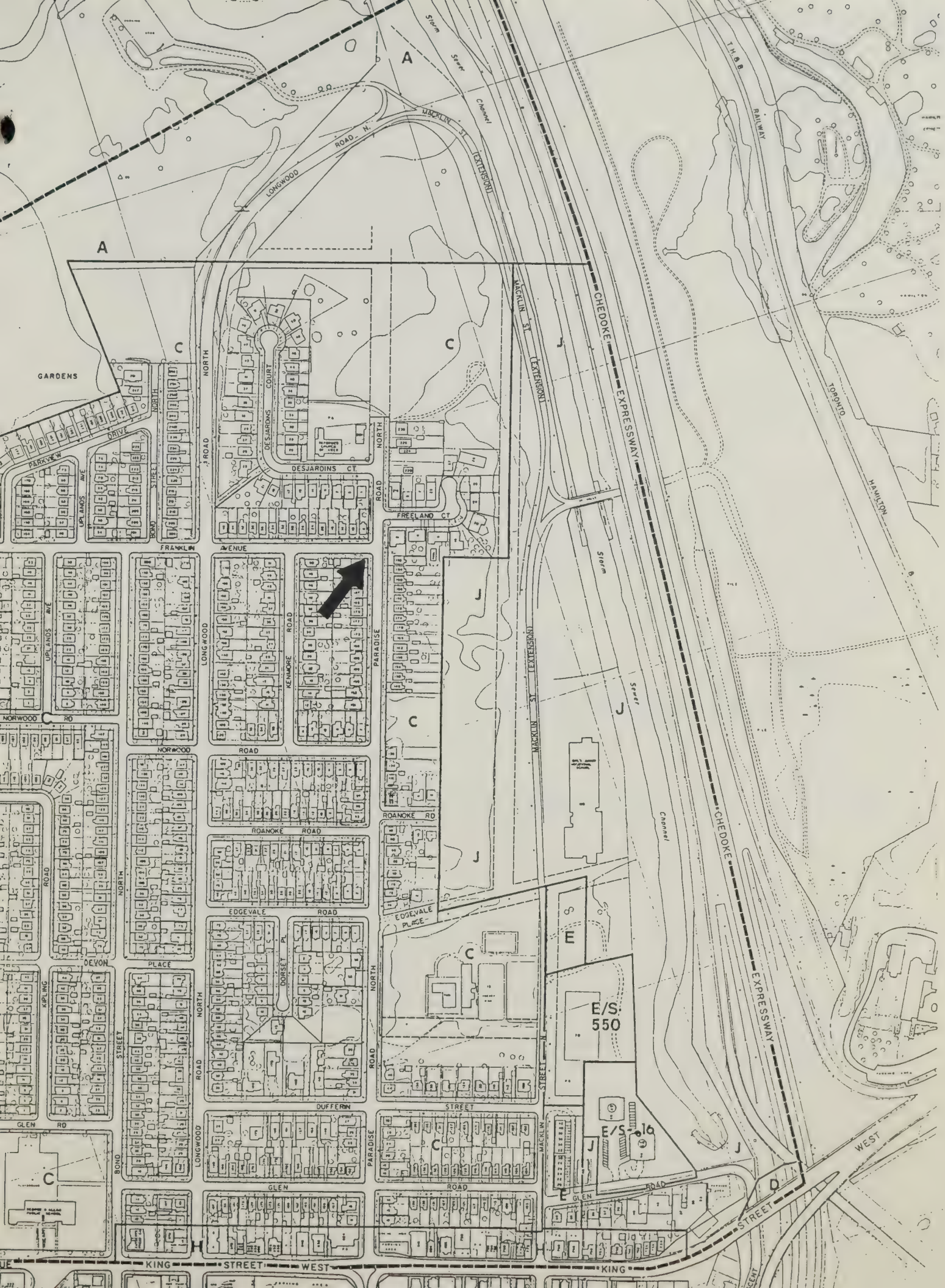
BACKGROUND:

Alderman Terry Cooke has asked the Traffic Department to report to the Transport and Environment Committee respecting the possibility of implementing three-way stop control at the intersection of Franklin Avenue and Paradise Road North to control speed of traffic on Paradise. The Traffic Department has investigated this matter, and has the following report:

The intersection of Franklin and Paradise is a "T" intersection and presently, there are no intersection control signs. However, on 1988 October 25th, the Transport and Environment Committee approved the request for a stop sign on Franklin at Paradise, and a stop sign will be erected at this location following endorsement of the By-law by the Regional Council.

Traffic Department records indicate that there has been only one reported collision at this location in the past ten years. This is a relatively good collision rate for this type of intersection.

The Traffic Department supports all-direction stop control at local residential street intersections only on the basis of certain criteria or special conditions, and none of these conditions exist at this location. The Department does not support the use of this device on an ad-hoc and purely arbitrary basis, and for these reasons, does not support the use of all-direction stop control at Franklin and Paradise.


A
C
J
D
E
E/S 550
E/S 16
CHEDOKE EXPRESSWAY
MACKLIN ST. EXTENSION
LONGWOOD ROAD N.
Storm Sewer Channel
T.H.&B. RAILWAY
TORONTO
HAMILTON
GARDENS
PARKVIEW DRIVE
UPLANDS AVE
BOND STREET
FRANKLIN AVENUE
DESJARDINS COURT
DESJARDINS CT.
FREELAND CT
NORTH ROAD
LONGWOOD ROAD
KENMORE ROAD
PARADISE ROAD
NORWOOD RD
ROANOKE ROAD
EDGEVALE ROAD
EDGEVALE PLACE
DEVON PLACE
DORSET PL
KIPLING AVE
GLEN ROAD
DUFFERIN STREET
KING STREET WEST
KING STREET

FOR ACTION

28(g)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 9
COMM FILE: TEC-244-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Elmira Drive and Elora Drive - Intersection Control.

RECOMMENDATION:

a) That a stop sign be erected to control southbound traffic on Elora Drive at Elmira Drive; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop sign.

BACKGROUND:

Alderman Tom Murray recently asked us to review the intersection control on Elmira Drive.

The intersection of Elora and Elmira is "T" type intersection, and presently, there are no intersection control signs. Although there has been no documented accident problem, the Traffic Department recommends that a stop sign be erected to control southbound traffic on the stem of this "T" intersection as a safety measure.


MOHAWK ROAD WEST
HORNING MOUNTAIN ROAD
HYDRO ELECTRIC POWER COMMISSION
CITY LIMITS
HAMILTON
E-2/S-200
SITE PLAN CONTROL BY-LAW NO. 71-156
D/S-200
RT-20/S-384b
ELORA DRIVE
S-384
STELLA COURT
C
B
B-2
A
C/S-200
ELMIRA DR.
LECLAIRE
VERDUN STREET
C/S-225
LIONSGATE AVE.
D/S-384
C/S-225
D/S-225
HORNING ROAD
SITE PLAN CONTROL BY-LAW NO. 71-314
GOLFLINKS RD.
AA
MOUNTAIN FREEWAY
BELL TELEPHONE
H.E.P.C.
G-1/S-233
E-2/S-110
WENDOVER DRIVE
MAGNOLIA DRIVE
TWP OF ANCASTER
HAMILTON HYDRO
CITY LIMITS

28(h)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 11
COMM FILE: TEC-248-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Argo Street and San Remo Drive - Intersection Control.

RECOMMENDATION:

a) That westbound traffic on Argo Street be required to stop for northbound and southbound traffic on San Remo Drive; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required sign.

BACKGROUND:

Alderman Tom Murray has requested that stop control be implemented at the intersection of Argo Street and San Remo Drive. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no report collisions at this location in the past seven years. Thus, there is no apparent compelling reason to erect the stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection, such that westbound traffic on Argo Street would be required to stop for northbound and southbound traffic on San Remo Drive. Therefore, the Traffic Department concurs with this request.


SCENIC DRIVE
SAN FRANCISCO AVENUE
SAN FERNANDO DRIVE
SAN PEDRO DR
SAN GRECO DRIVE
SAN MARINO CRESCENT
KAREN CRES
ARGO STREET
SAN REMO DRIVE
SAN ANTONIO
TIVOLI DRIVE
ATERNO DRIVE
LAVINA CRESCENT
RIALTO COURT
VANESSA CT.
KRAFTY CT.
MINSTREL COURT
MOHAWK ROAD
AA
B
B1
B2
C
DE
DE/S·119
D/S 338
G/S·338
C/S·89
C/S·412
D/S·612
RT 20Y S·703
E·2/S·355
E·2/S·393
D/S·110
E·2/S·110
E/S·556
E·2/S·110
D/S·110

FOR ACTION

28(i)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 24
COMM FILE: TEC-258-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Stanlow Crescent and Greenshire Drive - Intersection Control.

RECOMMENDATION:

a) That a stop sign be erected to control westbound traffic on Stanlow Crescent at Greenshire Drive; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

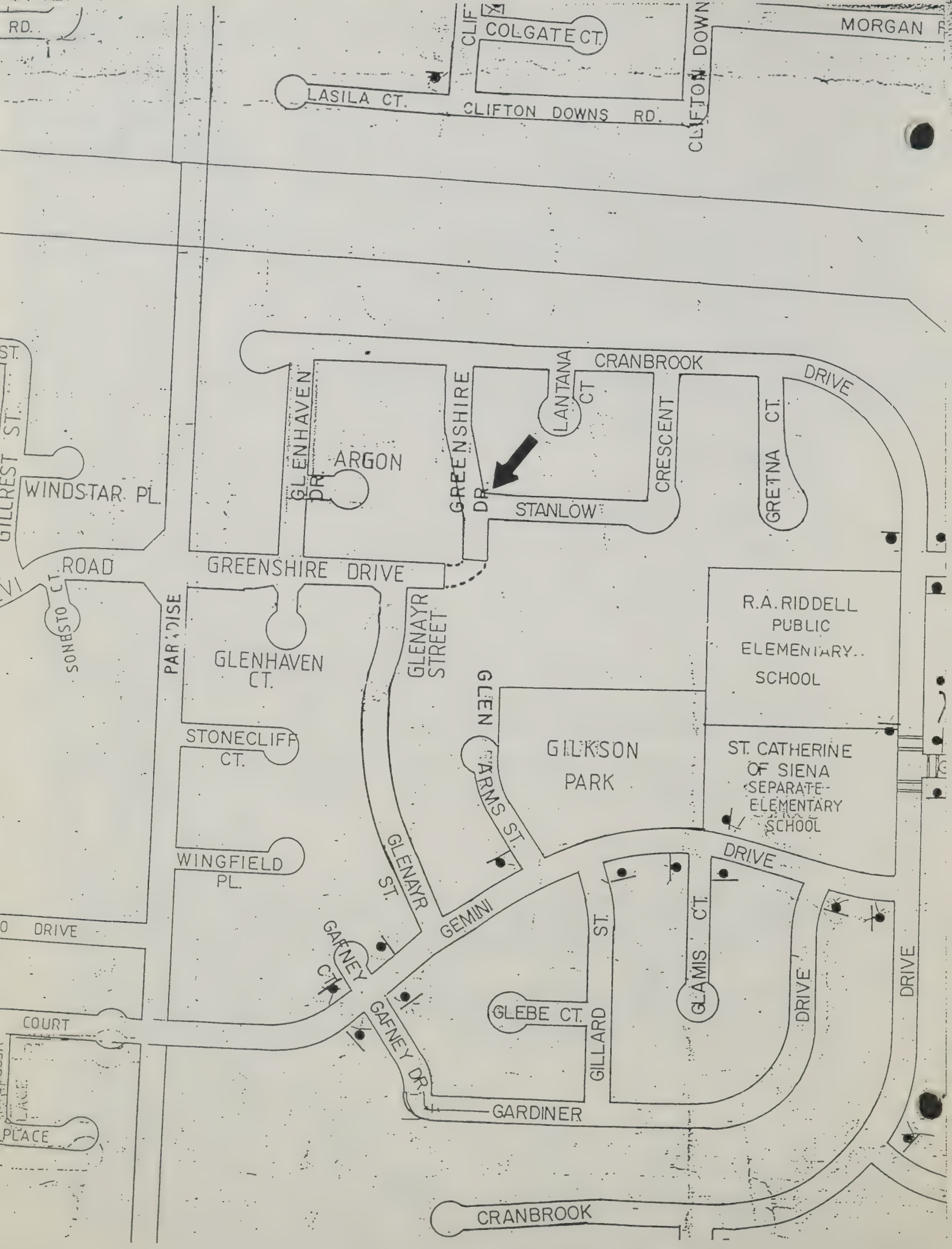
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop sign.

BACKGROUND:

Alderman Tom Murray recently asked for an investigation into the feasibility of implementing three-way stop control at the intersection of Stanlow Crescent and Greenshire Drive. The intersection of Stanlow and Greenshire is a "T" intersection, and presently, there are no intersection control signs.

The Traffic Department concluded that three-way stop control is not warranted at this intersection, but supports the installation of a stop sign to control westbound traffic on the stem of this "T" intersection as a safety measure.


RD.
COLGATE CT.
LASILA CT.
CLIFTON DOWNS RD.
CLIFTON DOWN
MORGAN
CRANBROOK
DRIVE
LANTANA CT.
GREENSHIRE DR.
GLENHAVEN DR.
ARGON
CRESCENT
GRETNA CT.
STANLOW
WINDSTAR PL.
GILLREST ST.
ROAD
GREENSHIRE DRIVE
SONBSTO CT.
PARADISE
GLENHAVEN CT.
GLENAYR STREET
GLEN
FARMS ST.
R.A. RIDDELL PUBLIC ELEMENTARY SCHOOL
GILKSON PARK
ST. CATHERINE OF SIENA SEPARATE ELEMENTARY SCHOOL
STONECLIFF CT.
WINGFIELD PL.
GLENAYR ST.
GEMINI
GARNEY CT.
GLEBE CT.
GILLARD ST.
GLAMIS CT.
GARDINER
GARNEY DR.
COURT
PLACE
CRANBROOK

FOR ACTION

28(j)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1988 December 1
COMM FILE: TEC-262-88
DEPT FILE: 3-9.4

SUBJECT: Intersection of King Street West and Haddon Avenue- Intersection Control.

RECOMMENDATION:

1. That parking be prohibited on the south side of King Street West between Haddon Avenue and Cline Avenue, between the hours of 8:00 a.m. and 6:00 p.m. Monday to Friday; and,

2. That stopping be prohibited on the south side of King Street West commencing at Haddon Avenue and extending to a point 119 feet westerly therefrom; and,

3. That parking be prohibited on the east side of Haddon Avenue from King Street West to a point 75 feet southerly therefrom; and,

4. That a crosswalk be painted across the east side of the intersection of King Street and Haddon Avenue; and,

5. That the painted centre median on King Street be increased in width from 4 feet to 8 feet, and extended westerly to the new crosswalk proposed above; and,

6. That curve warning signs for the curve on King Street at Cline Avenue be increased in size to 36 inches by 36 inches; and,

7. That the location of the school crosswalk sign for traffic westbound on King street be improved; and,

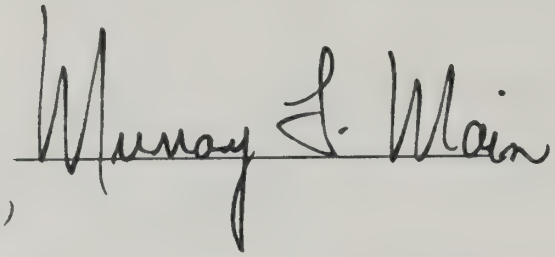
8. That an additional one-way arrow be installed on the south-east corner of the intersection of King Street and Haddon Avenue; and,

9. That the stop sign for traffic northbound on Haddon at King be increased in size; and,

10. That the Hamilton-Wentworth Regional Police be requested to provide regular speed enforcement on King Street in the area of Haddon Avenue and Cline Avenue; and,

11. That no action be taken on the requests to implement four-way stop

control or a traffic signal at the intersection of King Street West and Haddon Avenue.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The installation of a traffic signal would require an expenditure of approximately $50,000 with no subsidy support available from the Ministry of Transportation, Ontario. The installation of stop signs on King at Haddon would result in additional motor vehicle operating costs of approximately $120,000 per year while a traffic signal would result in additional motor vehicle operating costs of approximately $50,000 per year.

BACKGROUND:

Alderman Terry Cooke and Alderman Mary Kiss have requested a report on the suggestion that either a four-way stop or a traffic signal be implemented at the intersection of King Street West and Haddon Avenue, primarily due to concerns that the intersection is unsafe for pedestrians. Also, concerns have been expressed about the speed of vehicles on King in the vicinity of Haddon. Presently, northbound and southbound traffic on Haddon is required to stop for eastbound and westbound traffic on King. There is a school traffic officer assigned to this intersection during all three school crossing periods. The concern is related primarily to the presence of a day-care centre on the south-east corner of the intersection.

Collisions:

Traffic Department records indicate that this intersection has averaged only 1.5 collisions per year over the past 6 years. There have been no reported pedestrian collisions at this intersection during the same period. This is a very good safety record for an intersection that carries moderately heavy traffic volumes such as this one.

Vehicle Speeds:

The speed limit on King Street at Haddon is 50 km/h. Recent speed studies indicate that the 85th percentile speed (speed at or below which 85 percent of all vehicles are travelling) is approximately 50 km/h, while the average speed of traffic on King is only 45 km/h in this area. This is a better than normal speed profile for a four lane roadway such as King in this area, and indicates that there is no abnormal speeding problem. Collision reports prepared by the Regional Police Department, indicate that speeding vehicles contributed to only one collision at this intersection since January 1982.

Traffic Signal Control

The decision to recommend a traffic signal is based on standard warrants and

engineering judgement. The warrants take into account conditions at the intersection such as the pedestrian volumes, vehicular volumes, collisions, and roadway operating characteristics. These warrants are not satisfied by conditions at King and Haddon, primarily due to low volumes of vehicles and pedestrians entering King and only moderate volumes along King, and also the favourable collision record. Only 30 pedestrians cross King Street in the morning peak hour, and 20 during the evening peak hour.

It was observed that even during peak hour periods long regular gaps occur in King Street traffic which make pedestrian crossings very safe and easy because of the relatively low volume of vehicular traffic on King Street of only 8,300 vehicles per day. Also, as noted, a school traffic officer is assigned to the intersection during school crossing times.

Under these conditions, operation of a traffic signal would result in increased delay to motorists and pedestrians, a high level of pedestrian violations of the traffic signal, and an increased collision rate. Therefore traffic signal operation would offer no improvement to the present situation other than a false sense of security for some pedestrians:

Four-way Stop Control

Because of the nature of the street pattern in west Hamilton, the only continuous street is Main Street. The decision to close King Street west of Forysthe Avenue to allow the development of the McMaster Medical Centre was premised on the continual and permanent use of one of the lanes of King Street east of this area to accommodate through arterial traffic, since Main Street is a five-lane cross section providing three eastbound and two westbound lanes only. While it is proposed to re-construct this section of Main Street in the near future, the plan is to maintain the unbalanced lane cross section such that one lane of King Street will be required to serve as a complimentary lane for Main Street on a permanent basis. For this reason, it is extremely important that the capacity of King Street to carry through traffic in an efficient and safe and attractive manner be permanently maintained. The alternative is the widening of Main Street to a seven lane cross section, which would require the demolition of the premises on one side in the area between Dalewood Avenue and Longwood Road. Under the circumstances, this would not appear to be a sensible or viable alternative, and it is imperative that the attractiveness and capacity of King Street in this area be maintained.

The introduction of a four-way stop control at King and Haddon would have a significant effect on the capacity of King Street in addition to making King less attractive as an arterial route. The effect of four-way stop control and other devices designed to arbitrarily reduce the speed and attractiveness on the street would result in diversion of through traffic volumes to other streets, such as Cline Avenue and Newton Avenue. It is clearly preferable to keep traffic on King Street rather than to encourage it to penetrate the residential neighbourhoods, to the detriment of the residents in these areas.

For these reasons, it is strongly recommended that no stop signs be installed at any location on King Street at any time in the future. Any perceived or real traffic problems should be addressed by different measures.

Recommended Improvements

The primary concern expressed is that pedestrians are concerned about the safety while crossing King Street at Haddon Avenue. At the present time, crosswalks are painted on the north, west and south sides of the intersection, but not on the east side of the intersection. However, pedestrians do cross on the east side of the intersection.

There are a number of areas which could be improved to address the following problems. Visibility is restricted at the intersection by vehicles parked on the east side of Haddon south of King and on the south side of King east of Haddon. A representative of the day care centre on the south-east corner of the intersection has indicated that it would be advantageous to their operation to prohibit parking on the east side of Haddon adjacent to their premises, such that this area could be used for a loading zone, and would generally be free of parked vehicles at the intersection. Further, the removal of parking on the south side of King Street East at Haddon on weekdays when the day care centre is in operation would not cause a problem, although parking on Sundays would be advantageous because of the presence of two churches in the immediate area. Therefore, a part-time parking prohibition on the south side of King Street would be advantageous in improving visibility at the intersection.

A review of the pavement markings on King Street has determined that it would be very advantageous to alter the markings to provide a wide painted centre median which extends all the way westerly to the intersection of Haddon Avenue. It is appropriate to increase the width of the painted median from the present width of approximately 4 feet to a width in excess of 8 feet, which would provide an excellent centre refuge for pedestrians crossing the street. This would be a very significant real and perceived improvement in the situation, which would allow pedestrians to pause momentarily in the centre of the roadway on the painted median when crossing King Street. Therefore, this measure should be implemented, and a crosswalk should be painted on the east side of the intersection.

It was also observed that the curve signs for the curve portion of King Street one block to the east of Haddon Avenue are standard in size, and it would be helpful to increase the size of these signs to achieve lower speeds in the area of the curve and in the area of Haddon Avenue.

It was also noted that the "No Stopping" corner clearance on the south side west of the intersection of Haddon Avenue is too short, and it would be advantageous to extend the existing "No Stopping" regulation further to the west, by the removal of two on-street parking spaces. This measure would not create significant parking problems, since all of the residents in this area have off-street parking available.

It was also noted that the location of the school crossing sign for westbound traffic can be improved by a relocation of the sign on the pole.

The above mentioned improvements will significantly improve conditions for pedestrian crossings of King Street.

Conclusions

It is concluded that traffic signal control at the intersection is not warranted or appropriate, because of the excellent collision record in the past which would be aggravated by traffic signal operation, and because of the exceptionally low volumes of vehicular and pedestrian traffic at the intersection.

It is concluded that a four-way stop at the intersection is not appropriate, because of the serious effect it would have upon the ability of King Street to carry one lane of arterial traffic in the westbound direction in a safe and efficient manner, and because of the necessity of maintaining the present capacity of the Main/King pair in this area of the City.

It has been observed that despite concerns raised by residents and patrons of the day care centre, pedestrian crossings of King Street are safe and easy to make because of the availability of long and frequent gaps in King Street traffic. However, a number of changes can be made in the pavement markings and signing at and near the intersection to improve the conditions for pedestrian crossings at this location, and a number of changes of the this nature are recommended.

FOR ACTION

28(k)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 November 29
COMM FILE: TEC-261-88
DEPT FILE: 3-9.4

SUBJECT:

Intersections of Southpark Avenue and Charing Drive, Southpark Avenue and Rushdale Drive, and Rushdale Drive and Charing Drive - Intersection Control.

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Southpark Avenue and Charing Drive; and

b) That a stop sign be erected to control southbound traffic on Southpark Avenue at Rushdale Drive; and

c) That a stop sign be erected to control westbound traffic on Rushdale Drive at Charing Drive; and

d) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

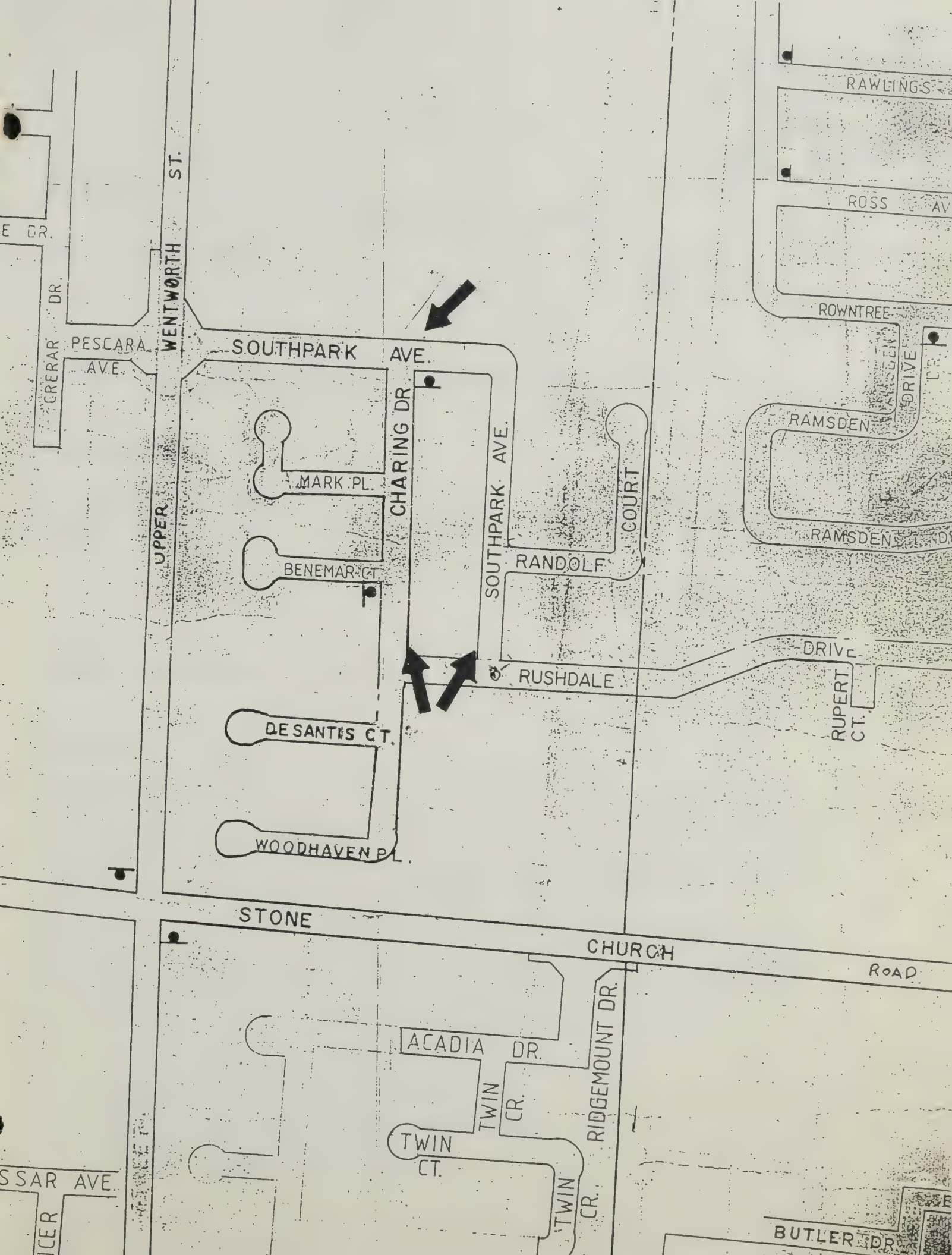
BACKGROUND:

Alderman Henry Merling recently asked for an investigation into the feasibility of implementing three-way stop control at the intersection of Southpark Avenue and Charing Drive. The intersection of Southpark and Charing is a "T" intersection, and presently, northbound traffic on Charing is required to stop

for eastbound and westbound traffic on Southpark.

Traffic Department records indicate that although there is no documented accident problem at this intersection, at least one of the criteria respecting the use of all-direction stop control at intersections is met, since this is an intersection of two neighbourhood collector streets. Therefore, the Traffic Department recommends that three-way stop control be implemented at this intersection.

Although there has been no documented accident problem, the Traffic Department is recommending that stop signs be erected on the stems of the "T" intersections of Southpark Avenue and Rushdale Drive and Rushdale Drive and Charing Drive since Rushdale Drive is also a collector street for this neighbourhood.


RAWLINGS
ROSS AV
ROWNTREE
RAMSDEN DRIVE
RAMSDEN
RANDOLF COURT
SOUTHPARK AVE.
CHARING DR.
MARK PL.
BENEMAR CT.
DESANTIS CT.
WOODHAVEN PL.
RUSHDALE DRIVE
RUPERT CT.
SOUTHPARK AVE.
PESCARA AVE.
CRERAR DR.
WENTWORTH ST.
UPPER
STONE
CHURCH ROAD
ACADIA DR.
TWIN CR.
TWIN CT.
TWIN CR.
RIDGEMOUNT DR.
BUTLER DR.

29(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: K. A. Rouff
City Solicitor

DATE: 1988 October 26
COMM FILE:
DEPT FILE: 55-0.85

SUBJECT: **Proposed expropriation to extend Bow Valley Drive and Highridge Avenue.**

RECOMMENDATION:

That the attached draft expropriation by-law to expropriate for highway and municipal purposes, land known municipally as a portion of 969 Queenston Road and described as Parts 1, 7 and 8 on Reference Plan 62R-8380, be enacted by Council.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

As authorized by Council at its meeting of April 26, 1988, the required land has been surveyed and Notice of the City's intention to expropriate this land has been advertised and served upon all persons having an interest in this land. This vacant land, which has an area of 1,323.82 square metres (4,343 sq.ft.), is required to extend Bow Valley Drive and Highridge Avenue to facilitate new development in the Riverdale East Neighbourhood.

As no request has been received for an inquiry hearing in respect of this proposed expropriation, the next step in this expropriation under The Expropriations Act is for Council to enact the attached draft Expropriation By-Law which will authorize the registration of the City's Expropriation Plan to vest ownership of this land in the City's name.

DAP:lb

c.c. Mr. D. W. Vyce, Director of Property

c.c. Mr. G. S. Spencer, Commissioner of Engineering
Attention: Mr. M. A. Chidley, O.L.S.
Regional Surveyor

29(b)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. K. A. Rouff
City Solicitor

DATE: 1988 November 17
COMM FILE:
DEPT FILE: 110-2.243

SUBJECT: By-law respecting construction of local improvements of a concrete sidewalk on the east side of Lake Avenue between Huckleberry Drive and Delawana Drive as described in Schedule "A" thereto - $32,000.00

RECOMMENDATION:

That City Council enact the attached By-law on December 13, 1988 in accordance with the authorization contained in Item 6 of the 16th Report of the Executive Committee, adopted by City Council on August 30, 1988.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on August 30, 1988, in adopting the above-mentioned resolution, subject to the Ontario Municipal Board's approval to the financing of the work. On Wednesday, November 2, 1988, the Ontario Municipal Board's Order No. E881284 was granted.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. L. Franco

c.c. Mr. E. A. Simpson, City Clerk

c.c. Mr. E. C. Matthews, City Treasurer
Attn: Mr. Grant Keith

:sr
Att.

29(c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. K. A. Rouff
City Solicitor

DATE: 1988 November 23
COMM FILE:
DEPT FILE: 110-1.188

SUBJECT: By-law to authorize additional expenditures respecting the construction of local improvements of a concrete alley in the block bounded by Main Street, Kenilworth Avenue, Dunsmure Road and Crosthwaite Avenue

RECOMMENDATION:

That City Council enact the attached By-law on December 13, 1988 in accordance with the authorization contained in Item 6 of the 4th Report of the Executive Committee, adopted by City Council on February 23, 1988.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on September 29, 1987 in adopting Item 7 of the 17th Report of the Executive Committee, subject to the Ontario Municipal Board's approval to the financing of the work. On Friday, February 5, 1988, the Ontario Municipal Board's Order No. E871423 was granted.

However, by Item 6 of the 4th Report of the Executive Committee adopted February 23, 1988, City Council approved an additional cost of $14,000.00 for this project. On Thursday, September 22, 1988, the Ontario Municipal Board's Order No. E871423 was granted approving this additional expenditure. The attached by-law implements the Ontario Municipal Board Order of September 22, 1988.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. L. Fanco

c.c. Mr. E. C. Matthews, City Treasurer
Attn: Mr. Grant Keith

:sr
Att.

29(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 October 25
COMM FILE:
DEPT. FILE: 65-1.644

SUBJECT:

By-law to incorporate Parts 18, 19, 20 and 21, Plan 62R-8070 into Independence Drive

RECOMMENDATION:

That City Council enact the attached by-law on November 8, 1988 in accordance with the authorization contained in the 14th Report of the Transport and Environment Committee, Item 9, adopted by City Council on October 11, 1988. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, October 31, 1988 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on October 11, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

29(e)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 October 25
COMM FILE:
DEPT. FILE: 65-1.620

SUBJECT:

By-law to incorporate Blocks 36, 39, 40 and 41, Plan 62M-425 and Block 41, Plan 62M-495 into Crerar Drive

RECOMMENDATION:

That City Council enact the attached by-law on November 8, 1988 in accordance with the authorization contained in the 7th Report of the Transport and Environment Committee, Item 23(e), adopted by City Council on April 26, 1988, and the 10th Report of the T & E Committee, Item 21(b), adopted by City Council on June 28, 1988. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, October 31, 1988 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on April 26, 1988 and June 28, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

29(f)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 November 3
COMM FILE:
DEPT. FILE: 65-1.641

SUBJECT:

By-law to incorporate Part 1, Plan 62R-9557 into Mount Pleasant Drive

RECOMMENDATION:

That City Council enact the attached by-law on November 29, 1988 in accordance with the authorization contained in the 12th Report of the Transport and Environment Committee, Item 24(e)(ii), adopted by City Council on August 30, 1988. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, November 21, 1988 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on August 30, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

29(g)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 November 3
COMM FILE:
DEPT. FILE: 65-1.634

SUBJECT:

By-law to incorporate Block "C", Plan 1437 into Montmorency Court

RECOMMENDATION:

That City Council enact the attached by-law on November 29, 1988 in accordance with the authorization contained in the 12th Report of the Transport and Environment Committee, Item 22(e), adopted by City Council on August 30, 1988. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, November 21, 1988 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on August 30, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

29(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 November 1
COMM FILE:
DEPT. FILE: 65-1.627

SUBJECT:

By-law to incorporate Block 91, Plan 62M-511 into DiCenzo Drive

RECOMMENDATION:

That City Council enact the attached by-law on November 29, 1988 in accordance with the authorization contained in the 10th Report of the Transport and Environment Committee, Item 21(c), adopted by City Council on June 28, 1988. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, November 21, 1988 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 28, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

29(c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 November 1
COMM FILE:
DEPT. FILE: 65-1.632

SUBJECT:

By-law to incorporate Block 43, Plan 62M-495 into Merilee Crescent

RECOMMENDATION:

That City Council enact the attached by-law on November 29, 1988 in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 18(c), adopted by City Council on July 26, 1988. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, November 21, 1988 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on July 26, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

29(c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 November 1
COMM FILE:
DEPT. FILE: 65-1.631

SUBJECT:

By-law to incorporate Block 25, Plan 62M-423 into Templemead Drive

RECOMMENDATION:

That City Council enact the attached by-law on November 29, 1988 in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 18(b), adopted by City Council on July 26, 1988. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, November 21, 1988 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS **(IF NONE, STATE N/A)**

N/A

BACKGROUND:

City Council, on July 26, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

29(k)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 November 1
COMM FILE:
DEPT. FILE: 65-1.630

SUBJECT:

By-law to incorporate Block 20, Plan 62M-471 into Quincy Court

RECOMMENDATION:

That City Council enact the attached by-law on November 29, 1988 in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 17, adopted by City Council on July 26, 1988. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, November 21, 1988 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on July 26, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

29(1)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 November 1
COMM FILE:
DEPT. FILE: 65-1.625

SUBJECT:

By-law to incorporate Blocks 21 amd 22, Plan 62M-505 into Rockland Avenue

RECOMMENDATION:

That City Council enact the attached by-law on November 29, 1988 in accordance with the authorization contained in the 10th Report of the Transport and Environment Committee, Item 21(e), adopted by City Council on June 28, 1988. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, November 21, 1988 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 28, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

29(m)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 November 1
COMM FILE:
DEPT. FILE: 65-1.628

SUBJECT:

By-law to incorporate Block 17, Plan 62M-469 and Block 63, Plan 62M-517 into Kordun Street

RECOMMENDATION:

That City Council enact the attached by-law on November 29, 1988 in accordance with the authorization contained in the 10th Report of the Transport and Environment Committee, Item 21(a), adopted by City Council on June 28, 1988. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, November 21, 1988 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 28, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

29(n)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 November 2
COMM FILE:
DEPT. FILE: 65-1.636

SUBJECT:

By-law to incorporate Part 5, Plan 62R-4626 and Block 10, Plan 62M-412 into Leggett Crescent

RECOMMENDATION:

That City Council enact the attached by-law on November 29, 1988 in accordance with the authorization contained in the 12th Report of the Transport and Environment Committee, Item 28(f), adopted by City Council on August 30, 1988. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, November 21, 1988 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS **(IF NONE, STATE N/A)**

N/A

BACKGROUND:

City Council, on August 30, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

29(c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 November 2
COMM FILE:
DEPT. FILE: 65-1.633

SUBJECT:

By-law to incorporate Block 31, Plan 62M-392 and Block "D", Plan 1437 into Montmorency Drive

RECOMMENDATION:

That City Council enact the attached by-law on November 29, 1988 in accordance with the authorization contained in the 12th Report of the Transport and Environment Committee, Item 22(e), adopted by City Council on August 30, 1988. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, November 21, 1988 at 2:00 p.m.).**

K. A. Rouff

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on August 30, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

29(p)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 November 2
COMM FILE:
DEPT. FILE: 65-1.638

SUBJECT:

By-law to incorporate Block 20, Plan 62M-382 into Southpark Avenue

RECOMMENDATION:

That City Council enact the attached by-law on November 29, 1988 in accordance with the authorization contained in the 12th Report of the Transport and Environment Committee, Item 15, adopted by City Council on August 30, 1988. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, November 21, 1988 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on August 30, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

29 (a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 November 1
COMM FILE:
DEPT. FILE: 65-1.645

SUBJECT:

By-law to incorporate Parts 10, 11, 12, 13, 14, 15, 16 and 17, Plan 62R-8070 into Templemead Drive

RECOMMENDATION:

That City Council enact the attached by-law on November 29, 1988 in accordance with the authorization contained in the 14th Report of the Transport and Environment Committee, Item 8, adopted by City Council on October 11, 1988. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, November 21, 1988 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on October 11, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

29(c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 November 1
COMM FILE:
DEPT. FILE: 65-1.635

SUBJECT:

By-law to incorporate Block 123, Plan 62M-516 into Brigade Drive

RECOMMENDATION:

That City Council enact the attached by-law on November 29, 1988 in accordance with the authorization contained in the 12th Report of the Transport and Environment Committee, Item 27, adopted by City Council on August 30, 1988. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, November 21, 1988 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on August 30, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

29(cs)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 November 28
COMM FILE:
DEPT. FILE: 65-1.642

SUBJECT:

By-law to incorporate Part 1, Plan 62R-9471; Part 4, Plan 62R-9557; Blocks 51 and 53, Plan 62M-484; and Block 20, Plan 62M-505 into Templemead Drive

RECOMMENDATION:

That City Council enact the attached by-law on December 13, 1988 in accordance with the authorization contained in the 12th Report of the Transport and Environment Committee, Item 24(e)(i)(iii)(v)(vii), adopted by City Council on August 30, 1988.
(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, December 5, 1988 at 2:00 p.m.).

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on August 30, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M.A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

29(c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1988 November 28
COMM FILE:
DEPT. FILE: 65-1.623

SUBJECT:

By-law to incorporate Part 36, Plan 62M-434 and Block 17, Plan 62M-479 into Carriage Drive

RECOMMENDATION:

That City Council enact the attached by-law on December 13, 1988 in accordance with the authorization contained in the 8th Report of the Transport and Environment Committee, Item 8, adopted by City Council on May 10, 1988. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, December 5, 1988 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on May 10, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M.A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

30 cm

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1988 August 12
COMM FILE: TEC-170-88
DEPT FILE: 3-9.3

SUBJECT:

East side of David Avenue, south of South Bend Road - Extension of corner clearance.

RECOMMENDATION:

(a) That the existing parking prohibition on the east side of David Avenue between South Bend Road and a point 90 feet southerly therefrom be lengthened, such that the regulation extends to a point 171 feet southerly therefrom; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1988 Traffic Department Operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The resident at No. 144 David Avenue has written to the Traffic Department and Alderman Henry Merling and requested that the existing "No Parking" corner clearance on the east side of David Avenue, south of South Bend Road be extended, in order to facilitate access to and from his driveway. The applicant has advised that driveway access for his automobile and house trailer is extremely difficult and often impossible when a vehicle is parked on the east side of David opposite his driveway. David Avenue has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street except for a "No Parking" corner clearance on the east side between South Bend and a point 90 feet southerly therefrom.

The Traffic Department supports the principal of removing parking from one side of narrow streets such as this in order to facilitate traffic flow and driveway movements. The extension of the parking prohibition would result in a loss of

approximately 3 on-street parking spaces. These spaces are located in front of one residential property and along the flankage of another. However, the fronting resident has informed us that he concurs with the removal of parking from in front of his home. The flanking property has a driveway and also, parking is permitted along the frontage on Southbend and opposite the flankage on David. Therefore, the Traffic Department would not anticipate any parking problems resulting and concurs with the request.


FENNELL AVENUE EAST
UPPER WELLINGTON STREET
HOWE STREET
FOURTEENTH AVENUE EAST
FIFTEENTH AVENUE EAST
SIXTEENTH AVENUE EAST
SEVENTEENTH AVENUE EAST
EIGHTEENTH AVENUE EAST
INCHI DRIVE
VICKERS ROAD
ALDERNEY AVENUE
SOUTH BEND ROAD
CRESCENT DRIVE
CRESTWOOD DRIVE
DUNCOMBE ROAD
BROMLEY ROAD
SHERIDAN DRIVE
MOHAWK ROAD EAST
MCELROY RD.
CANTIE COURT
OCEAN AVE
DOROTHY STREET
MORRIE AVE
CAROLINE DR
CLONMORE AVE
G.3

194 Southbend Road East
Hamilton, Ontario
L9A 2B9

October 11, 1988

Alderman Henry Merling
Chairman, Traffic Committee
City Hall
Hamilton, Ontario

Dear Alderman Merling,

Recently the Traffic Committee approved the restriction of parking along the side of our property, known as 194 Southbend Road East in the City of Hamilton.

As residents of this property, we object very strongly to this restriction as this is the area where we have parked our cars since moving into this residence over 15 years ago. Yes, we do have a large driveway, but all the family members work at different locations, beginning and ending our days at different times which makes it impossible for us to car pool and would require us to be up as early as 6:00 a.m. to shuffle cars in the driveway. Thus, it is essential that this parking space be available. Additionally, this also restricts the parking for visitors to our home.

You advise that at the previous Traffic Committee meeting it was stated that this change in parking would not impede us. We wonder what facts this statement was based on and take exception to this and also to the fact that we have been discriminated against as the only parking restriction is in the area where we park our cars and no where else on David Street. Parking in front of our residence is not possible because of the fire hydrant location.

..... page 2

We would like to know what the rationale, other than discrimination, for this no parking restriction is, as it doesn't affect any other residents other than those residing at 194 Southbend Road East. We also request what information the few residents who have signed the petition were given to support this change. We trust that the Committee has previously requested these clarifications and did not consider personal benefit to the residents of 144 David Street to be suitable justification for rescinding a parking privilege.

We find it utterly amazing that the residents who requested this change have had an opportunity to present their concerns even though it doesn't even affect the parking of their vehicles, but the residents whom it affects have not been extended the same courtesy. We also find it appalling that the residents who have been affected by this change were not notified of the meeting where this issue was going to be discussed, especially since previous conversations have taken place with staff at City Hall who gave assurance that indeed this would not occur.

Therefore, we request that this item be brought forward on the agenda of the next meeting of the Traffic Committee so that the no parking restriction can be lifted to permit the parking of our vehicles in this area. If necessary we would be prepared to present our concerns as this meeting.

Sincerely,

Cheryl Lee Marianne Lee

Lawrence Lee

Lawrence, Marianne, Cheryl and Gregory Lee

/ml
cc B. Morrow, Mayor

FOR ACTION

30(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 November 24
COMM FILE: 3-11.9.3
DEPT FILE: T103-03(230)
I.D. 0246D(75)

SUBJECT

Proposed Alley Closure - East-West Alleyway, First North of Barton, West of Wellington to West Limits of 221 Barton Street East.

RECOMMENDATION

That the Committee review the request of the applicant, Mr. M. Hetu of 221 Barton Street East, whose property abuts the alley, to stop up and close the "east-west alley, first north of Barton Street East from Wellington Street to the west property line of 221 Barton Street", and if the request is acceptable to your Committee, recommend the same, subject to the following:

(a) That the City Solicitor be authorized and directed to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an Order to stop up and close the "east-west alley, first north of Barton Street East from Wellington Street to the west property line of 221 Barton Street";

(b) That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed;

(c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court;

(d) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;

(e) That the Commissioner of Engineering be authorized to make application to the Regional Municpality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of The Regional Municipality of Hamilton-Wentworth Act; and,

Cont'd...

Proposed Alley Closure - East-West Alleyway, First North of Barton, West of Wellington to West Limits of 221 Barton Street East

Cont'd...

(f) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

G. S. Spencer
Commissioner of Engineering

ORIGIN

We have received a request from Mr. M. Hetu, an abutting owner, to close the subject alley as shown on the attached drawing.

BACKGROUND

The present alley system in the block surrounded by Barton Street, Wellington Street, Ferguson Avenue and Strachan Street runs in an east/west direction with one opening onto Wellington Street. The alley is unassumed. However, the requested closure area is passable and is open to traffic.

ANALYSIS

This Department has circulated a notice of closure to the affected municipal departments, public utilities and to the abutting property residents/owners. The results are as follows:

(a) No objections were received from any municipal or public utility.
(b) Abutting owners: The abutting owner of 215 Barton Street opposes this closure, stating that he plans to develop his property and will require rear access in the future.

The status of this alley is public unassumed, and as such, it would have to be closed by Judge's Order.

For your information, the Solicitor on behalf of the applicant is required to confirm that the affected owners have no objection to the closure. The granting of the Order is, of course, at the discretion of the Judge.

Our present policy is not to make an application to a District Court Judge where there is an objection, since the City could be liable for the Court costs of any objecting party, should the Judge decide against granting the Order.

Cont'd...

Proposed Alley Closure - East-West Alleyway, First North of Barton, West of Wellington to West Limits of 221 Barton Street East

Cont'd...

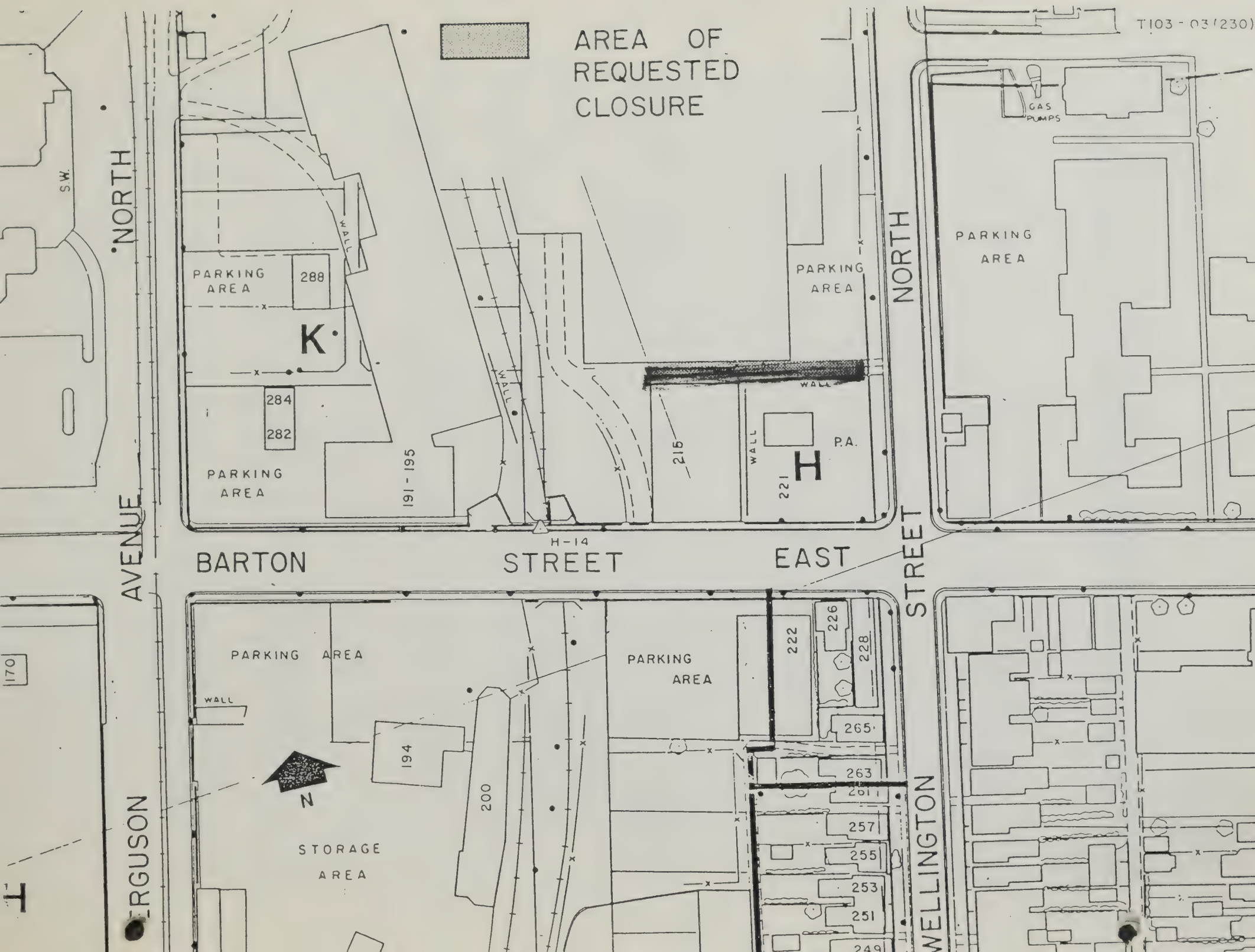
Because of the following:

i) objections from abutting owners; and,
ii) probability that the application to a District Court Judge would not be approved,

we were not in favour of this application being submitted to the Transport and Environment Committee for its consideration, and did inform the applicant of the recorded objection to his closure request. In response to our recommendation, Mr. Hetu advised staff on November 22, 1988 that he wished to proceed with his closure request, and asked that this matter be presented to your Committee for consideration.

JKC:cab.
Encl.

c.c. L. Lawrence, City Solicitor's Department
Alderman V. Agro
Alderman W. McCulloch
D. W. Vyce, Director, Property Department
Att: M. Watson, Manager, Real Estate Division


T103 - 03/230
AREA OF REQUESTED CLOSURE
NORTH
AVENUE
S.W.
PARKING AREA
288
K
284
282
WALL
191 - 195
215
PARKING AREA
WALL
WALL
221
H
P.A.
NORTH
GAS PUMPS
PARKING AREA
H-14
BARTON
STREET
EAST
STREET
PARKING AREA
PARKING AREA
WALL
194
200
N
STORAGE AREA
222
226
228
265
263
261
257
255
253
251
249
WELLINGTON
170
RGUSON

30(c)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 November 28
COMM FILE: 3-11.9.2
DEPT FILE: T103-03(218
ID#0043D (12)

SUBJECT:

Proposed Closure of Old Nash Road between Brampton Street and Nash Road

RECOMMENDATION

a) That Items 3 and 22 of the 4th Report of The Transport and Environment Committee approved by Council on February 23, 1988, be rescinded.

b) That the City Solicitor be directed to prepare a By-law for the stopping-up, closing and retaining of Old Nash Road between Brampton Street and Nash Road being Part 2 on Plan 62R-9679.

c) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-Law.

d) That the original applicants for closure, Joseph Tittarelli and Gino Tittarelli be refunded their deposit for the purchase being $2,600.00.

e) That Joseph Tittarelli and Gino Tittarelli be refunded their closure application fee of $208.00 and all reasonable survey and legal costs incurred by them with respect to the closure application.

f) That the Finance Committee recommend the method of financing these costs.

G. S. Spencer
Commissioner of Engineering

Cont'd...

Proposed closure of Old Nash Road
Between Brampton Street and Nash Road

Cont'd...

FINANCIAL IMPLICATIONS

The application fee, survey and legal costs will be recovered by the City when the lands are conveyed to the Region.

BACKGROUND

An application to close Old Nash Road between Brampton Street and Nash Road was approved by Council on February 23, 1988. The closed road allowance was proposed to be offered for sale to the abutting owners Joseph and Gino Tittarelli.

At its meeting of November 1, 1988, Regional Concil approved the realignment of the Freeway further to the east for that section of the roadway north of the CNR main line. In doing so, acquisition of the Old Nash Road road allowance is necessary in addition to a portion of the other properties adjacent to it.

Your Committee, at the meeting held on October 17, 1988, agreed to postpone the decision regarding the disposition of the Old Nash Road road allowance, for two months, pending the Region's decision. We have now been requested by the Freeway Project Office to prepare a report to close and retain the road allowance so that it may be consolidated with the adjacent Valley lands owned by the City.

Any portion of the closed road allowance not required for the Freeway may be offered to the abutting owner.

RPM:fd

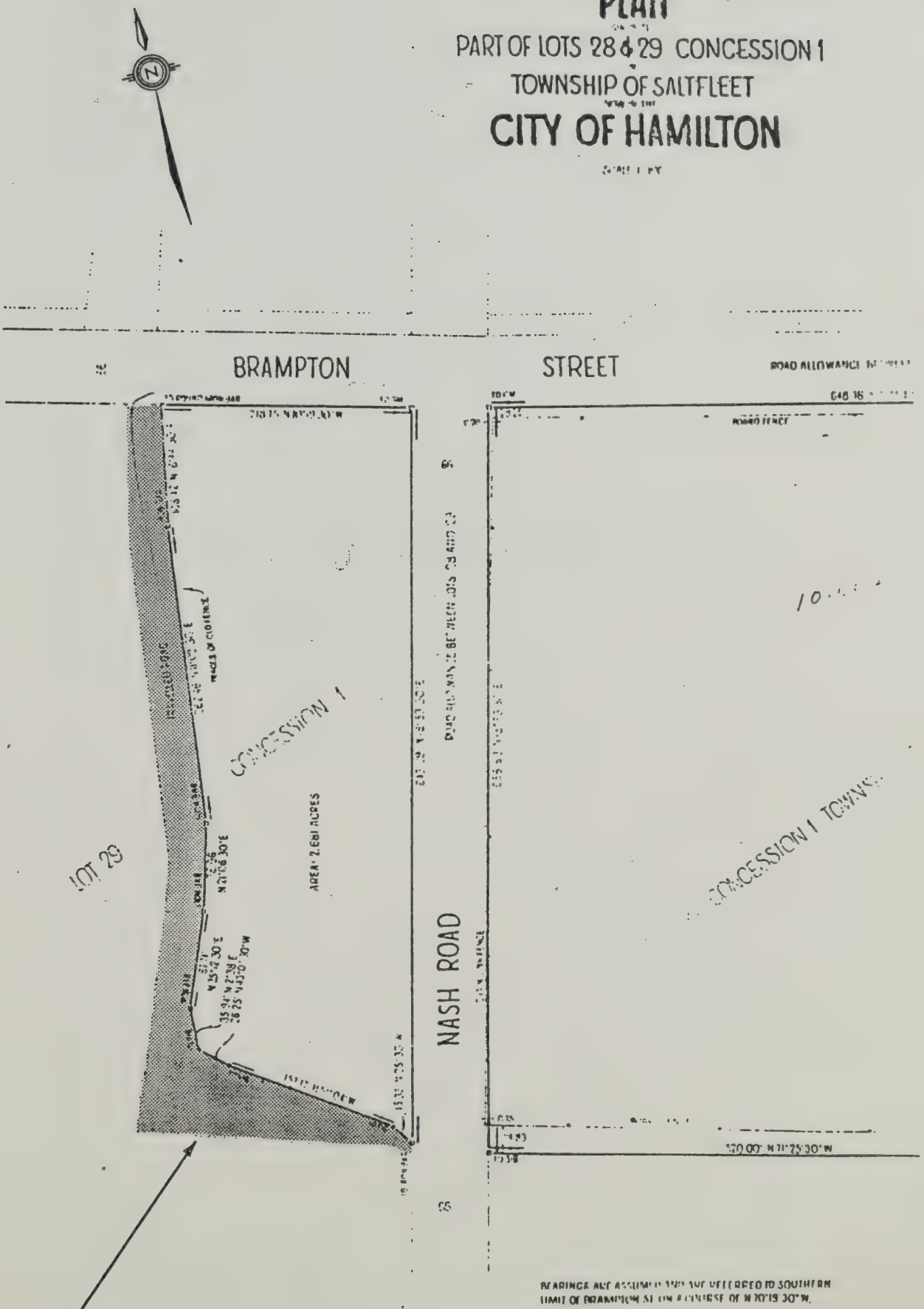
c.c. K.A. Rouff, City Solicitor
c.c. D.W. Vyce, Director of Property
c.c. E.A. Simpson, City Clerk
c.c. L.D. Turvey, Project Director
Freeway Project Office
c.c. E.C. Matthews, City Treasurer
c.c. J. Thompson, Secretary
Finance Committee
City Clerk's Department

PLAN

PART OF LOTS 28 & 29 CONCESSION 1

TOWNSHIP OF SALTFLEET

CITY OF HAMILTON



CENTENNIAL
AUTO SERVICE
237 CENTENNIAL PARKWAY (HWY. 20)
HAMILTON, ONTARIO L8E 2X3
561-1103

November 7, 1988

Bob Prowse
City Hall
Hamilton, Ontario L8n 3T4

Dear Mr. Prowse:

Subject: The Sale of Old Nash Road

In reference to our telephone conversation, I wish to attend the next meeting with the Transport and Environment Committee concerning the sale of Old Nash Road.

If further information is required, please call me at 561-1103.

Yours truly,
TITTARELLI INVESTMENTS LTD.

Joseph Tittarelli
President

CA4 ON HBL AOS
CSITG

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THE CORPORATION OF THE ...
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

1989 January 30

N O T I C E O F S P E C I A L M E E T I N G

TRANSPORT AND ENVIRONMENT COMMITTEE

Tuesday, 1989 January 31
7:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

A G E N D A:

1. Applications by Canadian Pacific Limited to National Transportation Agency to Abandon Railway Line Operations

   (i) between Hamilton and Brantford
   (ii) between Brantford and Simcoe

CANADIAN FOOTBALL HALL 25 YEARS 1963-1988

FOR ACTION

1.

REPORT TO: Chairman and Members
Transport and Environment Committee
Attn: Mr. R. C. Prowse, Secretary

FROM: Mr. K. A. Rouff
City Solicitor

DATE: 1989 January 30
COMM FILE:
*DEPT FILE:*100-1.293.1

SUBJECT: Applications by Canadian Pacific Limited to National Transportation Agency to Abandon Railway Line Operations
(i) between Hamilton and Brantford
(ii) between Brantford and Simcoe

RECOMMENDATION:

That the National Transportation Agency be advised that:

(1) the proposed abandonment of the operation of the railway lines between Hamilton and Brantford and between Brantford and Simcoe may be contrary to paragraph 6 of the Minutes of Settlement executed between The Corporation of the City of Hamilton, The Toronto, Hamilton and Buffalo Railway Company and Canadian Pacific Limited on May 1st, 1986;

(2) if the Agency decides to make an Order for the abandonment of the operation of these railway lines, such Order be made on the condition that,

(a) the overall level of freight rail service that Canadian Pacific provides to and from the City, in no way, be diminished, and

(b) if the need should arise in the foreseeable future, Canadian Pacific be required,at its own expense,

(i) to re-establish these railway lines, or

(ii) if this is not possible, to provide the City with comparable, efficient and effective alternative railway service.

K. A. Rouff
City Solicitor

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

On January 27th, 1989 we were notified, by fax, by the National Transportation Agency that the Agency has made a determination of the actual losses incurred by Canadian Pacific Limited in the operation of the railway lines between Hamilton and Brantford and between Brantford and Simcoe. At the same time the Agency informed us that the City has seven days to which to make further submissions on Canadian Pacific's pending abandonment applications before the Agency will proceed with them.

For your review and consideration, a copy of the letter from the National Transportation Agency is attached to this Report.

After reviewing these applications, and considering the submissions of City staff, the correspondences with the National Transportation Agency, the presentation of Canadian Pacific before your Committee and the Minutes of Settlement with Canadian Pacific, we have come to the following conclusions.

First, it is in the best interests of the City to advise the National Transportation Agency that the proposed abandonments may contravene the agreement made with the City by Canadian Pacific to provide freight rail service to and from the City. This agreement is contained in paragraph 6 of the Minutes of Settlement executed between the City, The Toronto, Hamilton and Buffalo Railway Company and Canadian Pacific on May 1st, 1986. That contractual obligation is a matter that the Agency should be asked to consider in determining whether the continued operation of these railway lines is required in the public interest. Also, it is imperative that Canadian Pacific be reminded, at every opportunity, of this important obligation. The consequences of allowing Canadian Pacific to ignore it would be devastating to both present and future industries and businesses in the City. In addition, in the event of future litigation to enforce this obligation, the City's prior efforts to resist any attempt by Canadian Pacific to reduce its railway service to and from the area would be a material consideration in the determination of the outcome of that litigation.

Second, it is in the best interests of the City to further advise the National Transportation Agency that, if the Agency, despite the City's objection, decides to approve Canadian Pacific's applications, then its Order should be made conditional on the understanding that (1) Canadian Pacific's overall freight rail service to and from the City will not be lessened and (2), if the need should arise in the foreseeable future, Canadian Pacific will be required, at its own expense, (a) to re-instate these abandoned railway lines, or (b), if this is not possible, to provide comparable alternative railway service. In our opinion, these conditions provide the City with the greatest protection at the least cost.

In this regard it should always be remembered that, given the strategic position of the City of Hamilton in relation to the Hamilton-Wentworth Region and the Niagara Peninsula, the question of transportation is of paramount importance to the continuing prosperity and future development of the area. So while there may not be the present demand for the freight service provided by these railway lines, as claimed by Canadian Pacific, it is conceivable that conditions might change in the near future. If this were to occur, the City would have no assurance that the abandoned railway service would be revived or, if it could not, an alterative railway service would be established. To protect the economic interests of its citizens, industries and businesses, the City must have such assurance.

KAR:mm
Encl.

c.c. Mr. Lou Sage, Chief Administrative Officer
c.c. Mr. G. S. Spencer, Commissioner of Engineering
Attention: Mr. Ted Gill
c.c. Mr. M. F. Main, Director of Traffic Services

Office national des transports du Canada
National Transportation Agency of Canada

JAN 27 1998

Our files: 39309.203/
203.1/152

Mr. K.A. Rouff
City Solicitor
Corporation of the City of Hamilton
City Hall
Hamilton, Ontario, L8N-3T4

RECEIVED
JAN 27
LEGAL DEP. ... THE CORPO... THE CITY OF ... ILTO

Dear Mr. Rouff:

RE: CP Application to abandon the operation of: 1) the Waterford Subdivision from Hamilton (Mile 41.0) to Brantford (mile 61.0), including the Waterford Spur; and 2) a line of railway in the Simcoe Subdivision between a point within Brantford (mile 63.7) and Simcoe (mile 43.1), all in the province of Ontario.

This is to notify the City of Hamilton that the Agency has made a determination of the actual losses incurred by Canadian Pacific Limited in the operations of the lines of railway identified above. The specifics of this determination are set out in the attachments.

The attachments also explain the Agency's alternative courses of action, as prescribed by the National Transportation Act, 1987, in coming to a final determination on the application for authority to abandon these lines.

The City of Hamilton is herewith permitted seven days in which to make further submissions on this case before the Agency will proceed with this application.

By copy of this letter, both the City of Hamilton and Canadian Pacific Limited are advised of the Agency determination of the actual losses and the additional intervention period.

Yours truly,

Office national des transports du Canada
National Transportation Agency of Canada

DIRECTION GÉNÉRALE DES SERVICES DE SECRÉTARIAT
SECRETARIAT SERVICES BRANCH

cc: Wm. McMurray/C. Wendlandt
Office of the General Solicitor
Canadian Pacific Limited
Montreal, Quebec
by fax

Attachment 1

IN THE MATTER OF the application by Canadian Pacific Limited (hereinafter the applicant), pursuant to section 160 of the National Transportation Act, 1987, S.C. 1987, c. 34, (hereinafter the Act) for authority to abandon the operation of a portion of the Waterford Subdivision from Hamilton (mileage 41.00) to Brantford (mileage 61.0) and from Brantford (mileage 63.7) to L.E. & N. Junction (mileage 78.9) including the Waterford Spur (mileage 0.00 - 1.1) and the Simcoe Subdivision from Waterford (mileage 35.3) to Simcoe Junction (mileage 43.1) (hereinafter the branch line), a total distance of 44.1 miles, in the Province of Ontario.

File Nos. 39309.152 Simcoe
39309.203 Waterford
39309.203.1 Waterford Spur

WHEREAS the application was received by the National Transportation Agency (hereinafter the Agency) on August 31, 1988;

WHEREAS opposition to the proposed abandonment has been received by the Agency; and

WHEREAS section 163 of the Act requires the Agency to determine the actual loss, if any, of the railway company attributable to the branch line in each of the prescribed financial years and to cause public notice of the actual loss and of the principal factors applied in determining the actual loss as the Agency considers appropriate.

THE AGENCY HEREBY:

1. Determines that the amounts of actual loss incurred in the operation of the branch line in each of the prescribed financial years are as follows:

Waterford Subdivision from Hamilton to Brantford

Year	Actual Loss $	Carload Traffic	Actual Loss Per Carload $
1985	280,716	0	0
1986	209,592	0	0
1987	191,393	0	0

Simcoe/Waterford Subdivision from Waterford to Simcoe Junction and Brantford to L.E.& N. Junction and including the Waterford Spur

Year	Actual Loss $	Carload Traffic	Actual Loss Per Carload $
1985	361,071	57	6,335
1986	291,442	46	6,336
1987	292,338	13	22,488

2. Attaches hereto, a breakdown by major cost category, pursuant to the Railway Costing Regulations, and section 163 of the Act, of the principal factors applied in determining the actual loss.

TAKE NOTE THAT paragraphs 164(a) and (b) of the Act require the Agency to determine whether the branch line is economic or uneconomic and, if uneconomic, whether there is a reasonable probability of the branch line becoming economic in the foreseeable future.

TAKE NOTE THAT anyone who can provide the Agency with documented evidence that there is reasonable probability of the branch line becoming economic in the foreseeable future or that the operation of the branch line is required in the public interest is requested to provide such evidence to the Agency within seven (7) days of the date of this Notice, by writing in English or in French to:

Suzanne L. Clement
Secretary
National Transportation Agency
Ottawa, Ontario
K1A ON9

with a copy to,

H.C. Wendlandt
General Solicitor
Canadian Pacific Limited
P.O. Box 6042, Station "A"
Montreal, Quebec H3C 3E4

TAKE NOTE THAT pursuant to subsection 165(1) of the Act, where the Agency determines that a branch line is uneconomic and that there is no reasonable probability of its becoming economic in the foreseeable future, the Agency shall, within six months after the application for the abandonment is received by the Agency, order that the operation of the branch line be abandoned.

TAKE FURTHER NOTE THAT pursuant to section 166 of the Act, where the Agency determines that a branch line is economic or that, although a branch line is uneconomic, there is reasonable probability of it becoming economic in the foreseeable future, the Agency shall, within six months after the application for abandonment is received by the Agency order that the operation of the branch line be abandoned, unless it determines that the operation of the branch line is required in the public interest.

Dated JAN 27 1999

Suzanne Clement
Secretary
National Transportation Agency of Canada

SCHEDULE 1

STATEMENT OF ACTUAL LOSS
Canadian Pacific's Waterford Subdivision
Between a point within the City of Hamilton (M.41.0)
and a point within the City of Brantford (M.61.0)

1985

Category 1 Costs	Company Submission	National Transportation Agency Adjustment(1)	Disallowances	Determination
Property Taxes(on-line)	-	$30,229	-	$30,229
Roadway Maintenance(on-line)	-	$83,981	-	$83,981
Roadway Depreciation(on-line)	-	$29,948	-	$29,948
Total 1 Costs	$144,158	$144,158	-	$144,158
Category 2 Costs				
Total 2 Costs	-	-	-	-
Category 3 Costs				
Maintenance & Depreciation -Work Equipment	-	$5,405 (a)	-	$5,405
Pensions & U.I.C.	-	$9,980 (a)	-	$9,980
Taxes,Insurance,O.C.S.	-	$907 (a)	-	$907
Total 3 Costs	$18,476	$16,292	-	$16,292
Category 4 Cost of Capital				
Road Property	-	$122,949	-	$122,949
Station,Shops,Signals Power Plant Machinery & Work Equipment	-	$3,259 (a)	-	$3,259
Working Capital	-	$878 (a)	-	$878
Total 4 Costs	$127,687	$127,086	-	$127,086
TOTAL COSTS	$290,321	$287,536	-	$287,536
REVENUES	$6,820	$6,820	-	$6,820
"ACTUAL LOSS"	$283,501	$280,716	-	$280,716

*The data shown under Company Submission represents the level of financial detail provided by the Carrier. The additional detail shown in the adjacent column was prepared by the Agency for purposes of verification.

(1) Adjusted in accordance with paragraph 157(3)(e) of the NATIONAL TRANSPORTATION ACT, 1987
Based on 1985 Interim Final Approved Unit Costs

For footnotes, see attached page

SCHEDULE 1

STATEMENT OF ACTUAL LOSS
Canadian Pacific's Waterford Subdivision
Between a point within the City of Hamilton (M.41.0)
and a point within the City of Brantford (M.61.0)

1986

	Company Submission	National Transportation Agency Adjustment(1)	Disallowances	Determination
Category 1 Costs				
Property Taxes(on-line)	-	$20,417	-	$20,417
Roadway Maintenance(on-line)	-	$53,388	-	$53,388
Roadway Depreciation(on-line)	-	$29,192	-	$29,192
Total 1 Costs	$102,997	$102,997	-	$102,997
Category 2 Costs				
Total 2 Costs	-	-	-	-
Category 3 Costs				
Maintenance & Depreciation -Work Equipment	-	$3,639 (a)	-	$3,639
Pensions & U.I.C.	-	$6,904 (a)	-	$6,904
Taxes,Insurance,O.C.S.	-	$635 (a)	-	$635
Total 3 Costs	$12,754	$11,178	-	$11,178
Category 4 Cost of Capital				
Road Property	-	$101,417	-	$101,417
Station,Shops,Signals Power Plant Machinery & Work Equipment	-	$2,021 (a)	-	$2,021
Working Capital	-	$37 (a)	-	$37
Total 4 Costs	$103,846	$103,475	-	$103,475
TOTAL COSTS	$219,597	$217,650	-	$217,650
REVENUES	$8,058	$8,058	-	$8,058
"ACTUAL LOSS"	$211,539	$209,592	-	$209,592

*The data shown under Company Submission represents the level of financial detail provided by the Carrier. The additional detail shown in the adjacent column was prepared by the Agency for purposes of verification.

(1) Adjusted in accordance with paragraph 157(3)(e) of the NATIONAL TRANSPORTATION ACT, 1987
Based on 1986 Interim Final Approved Unit Costs

For footnotes, see attached page

SCHEDULE 1

STATEMENT OF ACTUAL LOSS
Canadian Pacific's Waterford Subdivision
Between a point within the City of Hamilton (M.41.0)
and a point within the City of Brantford (M.61.0)

1987

National Transportation Agency

Category 1 Costs	Company Submission	Adjustment(1)	Disallowances	Determination
Property Taxes(on-line)	-	$24,156	-	$24,156
Roadway Maintenance(on-line)	-	$30,293	-	$30,293
Roadway Depreciation(on-line)	-	$29,192	-	$29,192
Roadway Machinery Mtce & Taxes	-	$1,183	-	$1,183
Miscellaneous	-	$4,548	-	$4,548
Total 1 Costs	$89,372	$89,372	-	$89,372
Category 2 Costs				
Total 2 Costs	-	-	-	-
Category 3 Costs				
Maintenance & Depreciation -Work Equipment	-	$2,065 (a)	-	$2,065
Pensions & U.I.C.	-	$4,619 (a)	-	$4,619
Taxes,Insurance,O.C.§.	-	$424 (a)	-	$424
Total 3 Costs	$5,265	$7,108	-	$7,108
Category 4 Cost of Capital				
Road Property	-	$101,795	-	$101,795
Station,Shops,Signals Power Plant Machinery & Work Equipment	-	$1,147 (a)	-	$1,147
Working Capital	-	$29 (a)	-	$29
Total 4 Costs	$103,256	$102,971	-	$102,971
TOTAL COSTS	$200,893	$199,451	-	$199,451
REVENUES	$8,058	$8,058	-	$8,058
"ACTUAL LOSS"	$192,835	$191,393	-	$191,393

*The data shown under Company Submission represents the level of financial detail provided by the Carrier. The additional detail shown in the adjacent column was prepared by the Agency for purposes of verification.

(1) Adjusted in accordance with paragraph 157(3)(a) of the NATIONAL TRANSPORTATION ACT, 1987 Based on 1987 Interim Initial Approved Unit Costs

For footnotes, see attached page

FOOTNOTES TO:

Statement of "Actual Loss"

Railway:	Canadian Pacific Railway
Subdivision:	Waterford
Between:	Between a point within the City of Hamilton and a point within the City of Brantford
Mileage:	(41.0) to (61.0)

The letters appearing in brackets after the figures in the adjustment and disallowance columns in the Statement of "Actual Loss" indicate that such adjustments and disallowances are based on one or more of the following reasons:

a) These amounts represent net costs of the railway company after allocated overhead costs attributed to the branch line, including general administrative and supervisory costs and the cost of determining costs for abandonment purposes, have been excluded.

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